

THE TIMES

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20p

MiG shot down airliner with 269 on board, says Shultz

US-Soviet crisis over jumbo jet

From Nicholas Ashford in Washington, Richard Hanson in Tokyo and Richard Owen in Moscow

Soviet and American leaders were mobilizing for a new crisis today after Washington accused the Soviet Union of shooting down a South Korean jumbo jet with 269 people on board.

President Andropov was believed to be returning to Moscow from holiday, while in Washington President Reagan instructed Mr George Shultz, the Secretary of State, to demand an immediate and full account of the incident from the Soviet Union.

The United States and Japan are considering requesting a special session of the United Nations Security Council.

In the space of 12 minutes, Korean Airlines Flight 007 from New York to Seoul via Anchorage plunged from 10,000 metres to disappear from the

radar screens after straying 720 kilometres off course into Soviet airspace over the military island of Sakhalin, between northern Japan and Siberia.

Among the passengers - the majority Koreans, Taiwanese and Japanese - was Mr Lawrence McDonald, head of the US House of Representatives armed services committee. Washington claimed that Soviet MiG jets attacked the aircraft.

After a day of near-silence on the incident, Moscow said last night that an unidentified aircraft twice violated its airspace and that Soviet fighters were scrambled to guide it to the nearest landing point, but that it failed to respond to signals. The statement did not admit to shooting down the aircraft.

Reports from Tokyo, quoting sources in intelligence and the Japanese Defence Agency, said that the MiG pilot was heard saying to his base Sakhalin: "I am



going to fire a missile. The target is the KAL (Korean Air Lines) plane."

In a further exchange Sakhalin said: "Take aim at target."

Pilot: "Aim taken."

Sakhalin: "Fire."

Pilot: "Fired."

According to Kyodo News Agency, this exchange occurred three times, indicating the firing of three missiles.

In Washington, Mr Shultz, his voice quivering with emotion, said "We can see

aircraft, according to Washington and Tokyo. American and Japanese rescue units are also searching.

Mr Richard Burt, the US Assistant Secretary of State, said yesterday that some wreckage and a kerosene slick had been spotted in the crash area, but there was no indication of survivors.

A South Korean airline official said in New York that 240 passengers and 29 crew had been on board the missing airliner. Many of the nationalities were still unknown last night and the official said: "We just cannot tell if there are any British." Reports from Seoul listed 72 Koreans, between 22 and 27 Japanese and 34 Taiwanese.

It was not known why the jet had drifted so far from its flight path, which should have taken it over Japan.

If the death toll in the disaster is 269, it will be the fifth most serious crash in the history of aviation.

THE TIMES Tomorrow

Well schooled... Lorna Bourke looks at the high cost of private education.

Well shod... How to choose the right shoes for your children.

What prospects? Frances Williams analyses the August unemployment figures.

Internal combustion: Third and final part of the competition to win a Ford Sierra XR4i.

External combustion: Are smokers a drag? A look at Britain's attitudes to the weed.

Holy smoke: The American evangelists out to convert you.

Britain calls for release of officers

Britain has called for the release of the six white Zimbabwe Air Force officers who were immediately rearrested after being cleared of sabotage charges. The Acting High Commissioner of Zimbabwe in London was called to the Foreign Office yesterday and told that the British Government and people were "very concerned and disturbed".

NHS pressure

A new government circular gives health authorities the clearest indication yet that they are expected to privatize more of their domestic, catering and laundry services.

Lloyd's warning

Sir Peter Green, chairman of Lloyd's, the London insurance market, has given a warning that insurance rates are too low, despite record profits of £264m.

PIE condemned

The Home Secretary condemned the views of the Pseudonym Information Exchange, which would not say more because of "a possibility of prosecution against individual members".

Stage museum

Lord Gower, Minister for the Arts, has given the go-ahead for a theatre museum in London less than two months after he postponed the project.

College cuts

Three of the six or so colleges threatened with closure of merger under cuts recommended by government advisers have been named.

Falklands vote

A UN committee endorsed a resolution calling on London and Buenos Aires to resume negotiations over the sovereignty of the Falklands.

Jobs threat

The new chairman of British Shipbuilders, Mr Graham Day, has announced that further job losses and yard closures may be needed.

Poland 'normal'

The Polish press yesterday tried to portray life in the country as normal despite Wednesday's pro-Solidarity demonstrations and clashes in Warsaw, Gdansk and other cities.

£43m issue

Tate & Lyle, the sugar group, is planning to raise £43m through a rights issue to its shareholders.

Roland Rat goes

TV-am is to drop its popular puppet character Roland Rat after the school holidays and replace him with Popeye cartoons.

Aoki leads

Isao Aoki (Japan) has a first round of 65 in the European Open at Sunningdale. Craig Francis, a millionaire amateur held the lead for five hours.

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Letters: On seizure of documents, from Mr J. G. Watson; Zimbabwe arrests, from Mr Humphrey Berkeley; confidential Treasury paper, from Mr D. J. Critchley.

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Shultz press conference

'We react with revulsion to this attack'

Washington (AP) - The following is the text of Mr George Shultz's briefing yesterday on the disappearance of the South Korean airliner.

At approximately 1600 hours GMT, the aircraft came to the attention of the Soviet radar. It was tracked by the Soviets from that time. The aircraft strayed into Soviet air space over the Kamchatka peninsula and over the Sea of Okhotsk and over the Sakhalin Islands. The Soviets tracked the commercial airliner for some 2 1/2 hours.

A Soviet pilot recorded visual contact with the aircraft at 1812 hours. The Soviet plane was, we know, in constant contact with the aircraft. At 1821 hours the Korean aircraft was reported by the Soviet pilot at 10,000 metres. At 1826 hours the Soviet pilot reported that he fired a missile and the target was destroyed.

At 1830 hours the Korean aircraft was reported by radar at 5,000 metres. At 1838 hours the Korean plane disappeared from the radar screen. We know that at least eight Soviet fighters reacted at one time or another to the aircraft. The pilot who shot the Korean aircraft down reported after the attack that he had in fact fired a missile, that he had destroyed the target and that he was breaking away.

About an hour later, the Soviet controllers ordered a number of their search aircraft to conduct search-and-rescue activities in the vicinity of the last position of the aircraft, had been intercepted by Soviet tracking. One of these aircraft reported finding kerosene



Mr Shultz: "We can see no excuse whatsoever."

President about this matter and what did he say?

A: I haven't spoken to the President as yet.

Q: Mr Secretary, can you tell us, was there any warning given by the Soviet Union to land or try to force it down before it shot it down?

Continued on back page, col 5

Shocked Reagan demands full story

President Reagan, described as "very concerned and deeply disturbed" about the loss of life on board the Korean jet, has directed Mr George Shultz, the Secretary of State, to demand an immediate and full account of the incident from the Soviet Union.

A special White House statement said: "There are no circumstances that can justify the unprecedented attack on an unarmed civilian aircraft. The Soviet Union owes an explanation to the world about how and why this tragedy has occurred."

The terse comment was made after President Reagan, who is on holiday at his ranch near Santa Barbara in California, had spoken by telephone with Mr Shultz in Washington.

Former Secretary of State, Dr Henry Kissinger, said it was an "outrageous, unforgivable act that these planes would follow a commercial aircraft, for two hours and then just shoot it down callously."

● LONDON: The Foreign Office last night described the disaster as "deeply disturbing and, on the face of it, wholly inexplicable" (Henry Stanhope writes). Diplomats were in close contact with Seoul and New York, trying to check whether any British passengers had been on board.

● OTTAWA: The Canadian Government is calling on the Soviet Embassy here to demand an explanation for the "unprovoked attack" on the jet External Relations Minister Mr Jean-Luc Pepin said (AP reports).

At least two and possibly 10 Canadian residents were on board the aircraft.

Tass says we do not know aircraft's fate

President Andropov was believed to be cutting short a brief holiday yesterday to deal with a potential crisis in Soviet-American relations after the disappearance of a South Korean airliner near the island of Sakhalin, off the Soviet far eastern coast.

Soviet officials maintained that Moscow had no knowledge of the aircraft's fate and that it had left Soviet air space.

Tass news agency said in a brief statement that an unidentified aircraft had entered Soviet air space over the Kamchatka peninsula from the direction of the Pacific and had again "violated Soviet air space" a second time over Sakhalin.

Tass said it did not have navigation lights, did not respond to queries and did not enter into contact with "the dispatched service", a reference to Soviet interceptors.

The report said "fighters of the anti-aircraft defence" had been sent to intercept the "intruder" and had tried to give it assistance by directing it to the nearest airfield.

The aircraft had "not reacted to the signals and warnings from the Soviet fighters" and had then continued its flight in the direction of the Sea of Japan.

The Kremlin remained silent yesterday on the fate of the jumbo jet, but Asian diplomats in Moscow said Soviet denials of responsibility were not convincing.

There was no immediate reaction to charges by Mr George Shultz, the American Secretary of State, that the aircraft had been shot down by a Soviet fighter.

Sources said that if Mr Shultz's information, based on interception of Soviet military conver-

Druze leader declares war on Lebanese Government

From Robert Fisk

Beirut

The Lebanese Army's military push into West Beirut began to reap bitter political results for President Amin Gemayel yesterday. A second militia leader rejected his call for a national reconciliation and Mr Walid Jumblatt the Druze leader made a "declaration of war" against the Lebanese Government.

As he did so - at the same time threatening United States Marines of the multinational peace-keeping force in Beirut - shells fired from Druze areas under Syrian Army occupation started to explode around the Presidential Palace, the Lebanese Defence Ministry and the residence of the American ambassador.

Even more chilling were reports from both Lebanese police authorities and right-wing radio stations that 24 Christian villagers, most of them women and children, had been massacred in a small village in the Meta Hill by Druze who wanted to take revenge for the Lebanese Army's operation against Muslim militias in West Beirut.

There was further grim news

Shore and Kinnock clash on economy

By Anthony Beving, Political Correspondent

Mr Peter Shore, the Shadow Chancellor and an outside contender for the Labour leadership, said last night that the party's entire economic strategy would fall without a firm agreement on incomes control.

That view contrasted starkly with a speech made by Mr Neil Kinnock, the favourite for the leadership, in a considered statement on economic policy delivered in his Islywn constituency.

Mr Kinnock did not mention pay controls once.

Mr Shore said in Southampton that the missing component in Labour's election campaign was the answer to the central economic question: "How will you control inflation?"

He said: "We did have an answer: price controls, tax cuts and the national economic assessment. But these were coded words, and the electorate is not in the business of deciphering codes."

The question was how Labour was going to reconcile the continuing role of collective bargaining with the need to

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Mr G. W. H. Phillips, 10, The Old Rectory, Fincham, Norfolk, his wife Josephine, and children, Joshua and Holly, escaped from the wreckage unhurt, but their car was a write off.

Mr John Hall the Norfolk assistant chief constable who will hand over the keys to the new car, said yesterday: "An inquiry is still going on into the incident to see if there are any lessons to be learnt."

"We were determined from the outset that Mr Phillips would not lose his car. We hired a car for him until we could find a suitable replacement."

US tourists boost Atlantic air traffic

Airlines carrying passengers across the Atlantic report record loads as American tourists flood into Britain and Europe on the back of a strong dollar and a US economy emerging out of recession.

Traffic in July - the latest month for which full figures are available - was 12-20 per cent up on last year and the highest since the boom of 1979.

British Airways and Pan American report traffic rises of 14 per cent compared with 1982, and aircraft flying 80 per cent full. Transworld Airlines claims a 17.9 rise compared with last year and record loads.

But most successful of all was the jet newcomer People Express, its single jumbo carried more than 400 passengers on each of its five cut-price flights a week between Gatwick and New York, giving a load factor of over 90 per cent.

A feature of the boom is that 60 per cent of the traffic originated in the US, compared with only 40 per cent in 1979. The airlines are jubilant and all expect a profit from Atlantic operations after four lean years.

For TWA, which expects a \$200m operating profit from the Atlantic this year, British manager, Mr Larry Langley said yesterday: "We are witnessing a graphic contradiction of many self-styled pessimists who have commented over the years on over-capacity of seats and absence of profitability on Atlantic routes. There is certainly no evidence of over-capacity this year and profitability is expected."

British Airways said: "It is certainly a happy picture on the Atlantic, and we expect to make a profit from our operations. There are definite signs of an end to the recession."

PanAm said: "The industry has had a very good summer, primarily because of the strong dollar."

Total traffic between London and the US in July was 700,000 - the most recorded in a single month, according to the British Airports Authority. The reason, the authority said, was "in-

Union to support Hattersley for Labour leader

Britain's third largest union is ready to throw its weight behind Mr Roy Hattersley in his campaign for the leadership of the Labour Party.

Mr Hattersley, trying to stop a landslide for Mr Neil Kinnock in the leadership contest, appears to have won the support of the General Municipal, Boilermakers and Allied Trades Union.

Their regional leaders announced that a complicated consultation process lasting more than seven weeks had shown strong shopfloor support for Mr Hattersley with Mr Kinnock as his deputy.

Despite the summer boom, the airlines face the winter with some foreboding.

Cut-price single fares such as British Airways' £156 from Heathrow to New York midweek have been scrapped, and instead all airlines are now relying on a £249 advance purchase New York return to boost traffic from its usual low levels in November and December. This is the lowest for several years and some £30 lower than last year.

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Cuts in university places fall hardest on women and working class

Higher A level grades were demanded of young people applying to university last year than ever before. Women were particularly badly affected by the squeeze on higher education places, and fewer working class candidates got to university.

The increasing difficulty which students have in getting into university, shown in figures published yesterday by the Universities Central Council on Admissions (UCCA), is a direct result of government spending cuts and the reduction in student numbers at a time when the 18-year-old age group is at its biggest. The number of British students accepted last year was down by 3 per cent, from 74,514 to 71,634 compared with 1981, and the number of overseas students accepted was down by 12 per cent from 5,827 to 5,118. Malaysian, in particular, were reluctant to pay the new 'full-cost fees' for overseas students. The number

applying last year fell to 2,168 from 3,690 the previous year.

Only 20.9 per cent of all those applying to university were manual class compared with 21.7 per cent from the professional class.

UCCA says: "Although, in total, a higher percentage of candidates from the higher social classes were accepted, this difference is due to their better performance at A level."

Women were affected worse last year, the report says. Fewer were admitted to university than the previous year, fewer were referred in the clearing house system, and many fewer who passed A levels even applied through clearing house.

No reason is given for that, but it is believed that women are being affected more than men because they tend to study arts subjects, which have suffered more than the sciences from the

cuts. The Equal Opportunities Commission said yesterday that it was concerned about the disproportionate effect of women.

Miss Warwick, general secretary of the Association of University Teachers, said it was disgusting, as was the fact that university applicants were having to get higher and higher grades.

Yesterday's figures also showed more candidates who were refused by universities going back to school last year compared with 1979, 14 per cent compared with 12 per cent. Many more - 7.4 per cent compared with 4.2 per cent - were unemployed.

Statistical Supplement to the Twentieth Report, 1982-83. The Universities Central Council on Admissions, PO Box 28, Gloucester, GL2 5JQ.

£11,000 equality grant

From Arthur Osman, Birmingham

The Women's Staff Group at Aston University, Birmingham, has been awarded an £11,000 grant by the Equal Opportunities Commission directed at improving the female staff position and that of female students at the university.

It is the largest single grant in the commission's present rounds of awards. The grant will finance a one-year full-time appointment to coordinate what is called "a positive action programme". Interviews for the post will be held shortly. Work will start on the programme in October.

It is believed to be the first such full-time appointment at a British university although some part-

time work has been done on the same lines at Strathclyde University.

Miss Rowena Clayton, a lecturer and member of the staff group, said yesterday: "It is intended that the experience gained at Aston will enable the coordinator to draw up a code of practice for positive action, which can be applied to other universities."

The programme would involve investigating and acting on policies and practices in areas such as course content and publicly advertised procedures, staff training and promotion, health services, and social provision.



Angela Rippon, the television personality, leaving hospital in Plymouth yesterday with both wrists in plaster but determined to be back on a horse in six weeks' time. She broke both wrists when her horse fell during trials in Devon on Sunday.

TV-am to replace Roland Rat with 'Popeye' cartoons

From David Hewson, Glasgow

The commercial breakfast television station TV-am is to drop the popular puppet character Roland Rat at the end of the summer school holidays and replace him with Popeye cartoons.

Roland Rat, whose performances are thought to have played a large part in TV-am's recently improved ratings, is to feature only in extended shows during subsequent holidays.

Mr Greg Dyke, the editor-in-chief of TV-am, yesterday agreed that the station could lose some of its audience when the school holidays ended but denied suggestions that the company was breaking the terms of its franchise with its new, popular broadcasting style.

A leading article in *The Times* was singled out for criticism by Mr Dyke, who said that although he had not read TV-am's franchise application before joining the station, the company was doing nothing that was not in keeping with its submission to the Independent Broadcasting Authority.

He was the subject of a third leader in *The Times* accusing me of being too populist", he told a session on breakfast television at the Edinburgh International Television Festival.

"I find it difficult coming from *The Times*, a paper kept alive by the *Sun* and the *News of the World*. I don't think they have watched the programme because if you did you would see it was still a mix of fun, kids' stuff, and serious news."

The original format, featuring the company's "famous five" presenters was "a bloody awful programme", Mr Dyke said. When he was brought into the station four months ago it was only five weeks from bankruptcy with ratings as low as 200,000.

"You had stories about American skateboarding ducks. If you're going to do skateboarding ducks, let's do British ones," he said.

He had responded by setting up an outside broadcast unit and buying in good cartoons in the belief, based on research in Australia, that the coming summer holidays would provide a good children's audience. Now the station was running neck and neck with the BBC's *Breakfast Time*.

A reshaping of the station's format is being planned, with additional features on pet news and home computers, a new consumer unit, and a political and economic desk.

Mr Dyke rejected suggestions that TV-am ought to be carrying lengthier news items. "There were some people who believed that *Weekend World* in the mornings would work. I think they were rather misguided if they ever believed that."

New house search for missing wife

The police hunting Mrs Diane Jones, aged 35, the missing wife of Dr Robert Jones, yesterday began another search of their £35,000 home. A video camera, electronic sensing equipment, a power drill, and a detector were used to search the white-painted, 400-year-old beamed farmhouse.

Later loud banging noises could be heard from behind closed curtains inside the house, Lees Farm, Coggeshall, Essex.

After two hours the police left the house, carrying cases and tools. The front door was locked by a man who is advertising the house.

Earlier the police had searched a wood known as the Dillery less than half a mile from the house. The wood, on land owned by the Essex Police Committee chairman, Mr Bill Dixon-Smith, contains a flooded snagpit known as "Dead Man's Pond" because two village men have drowned themselves in it.

Dr Jones, aged 48, who is on a month-long foreign holiday, is expected to leave Toronto today to fly to Sydney.

Originally, Dr Jones had told the police that he planned to visit Honolulu, but it was clear from yesterday that he had changed his travel plans and intended to fly direct to Australia.

Banks fight £20m losses

New card to cut cheque fraud

By Peter Wilson-Smith

A new type of cheque guarantee card, intended to reduce fraud, could be introduced early next year by the banks.

Frankly, many of them rightly regarded, are cutting the clearing banks an average of about £1 a year for each of the 20 million cards on issue. But negotiations between the banks on a safer card have dragged on for nearly two years while the losses have mounted.

Mr James Parsons, secretary of the Committee London Clearing Bankers' cheque card committee, said yesterday: "A final decision should be reached within a few months."

The new card is likely to have imprinted, watermark-style printing like that on bank notes, which would make it much more difficult for criminals to remove the signature strip and replace with a new one.

The banks are still studying the possibility of sealing signatures into the cards by covering them with plastic or waxing them on the cards with laser technology. However, banking sources said it was less likely that that would be introduced immediately.

Putting customers' photographs on cards has also been abandoned for the moment because of disagreement among the big banks, with National Westminster the main opponent.

Football club will aid arrested fans

From Arthur Osman, Birmingham

Birmingham City Football Club, which had 236 of its supporters arrested at Easton Station last Saturday on the opening day of the season before the match with West Ham United, said yesterday that it would offer their legal advice when all the facts were known.

Those arrested by what was said to be a large number of Metropolitan Police officers waiting at the station will appear at various courts this month, and next month, charged with public order offences.

The club appealed yesterday to all those who were arrested and everyone else who was on the train from Birmingham which arrived at Easton at 12.40 pm to write with their version of what happened.

Mr Keith Coombs, chairman of the club, said that they had received many telephone calls of complaint from parents of young

Warning on timber houses

Construction of timber-frame houses should be limited and a government inquiry set up to investigate possible faults in the new building method, according to a report published yesterday by the Association of Metropolitan Authorities. It says that more than one in five new homes in Britain are built by the timber-frame method and the figure is expected to double in 18 months.

Yet there were "serious doubts" about how long timber-frame buildings would last. A householder simply putting up a picture could puncture the timber frame's vapour barrier and put the house at risk, the report says.

The association, which represents local authorities in London, Merseyside, Greater Manchester, Tyne and Wear, West and South Yorkshire, and the West Midlands, says that although not all the defects reported by its members are serious, "it is known that extensive remedial works will be necessary in some cases."

Surveys of member authorities have shown that housing defects are most common in non-traditional, industrialized, and system-built homes. Timber-frame, the latest building "system", should therefore be regarded with caution, the report says.

Timber-frame housing is quicker to build and relies less on skilled labour, but most of the advantages appear to benefit the builder or developer and not the consumer, the report says.

It calls for: Housebuilders to limit the number of timber-frame dwellings to 25 per cent of those constructed. A continuing Government-sponsored evaluation of timber-frame building methods. Longer guarantees for home owners. Advertising which states when a timber-frame has been used. Improvements in construction site supervision and tighter building regulations.

First class days out may return

By Michael Bailey, Transport Editor

British Rail is expected to reinstate first-class day returns - which it abolished in May - before the end of the year.

No decision has been reached, but British Rail spokesmen said yesterday that there was a growing realization that withdrawal of the tickets was a mistake, causing not only loss of revenue, but also widespread resentment among passengers.

Instead of travelling with a first-class ticket - usually about double the price of day returns - British Rail's 700,000 customers using the tickets each year decided either to go by car or travel second class.

British Rail said: "We have had a very big public response on this issue, and there is a clear break between how the businessmen has reacted, by using his car, and the leisure traveller, who has gone down market."

Mr Les Dumbleton, secretary of the rail users' watchdog body, said yesterday: "People who have written to us are very aggrieved about this; but many more did not bother to complain and simply voted with their feet. Typical examples of day returns compared with normal first-class returns before May were: London to Brighton £8.80 (£16); London to Colchester £8.80 (£16); London to Oxford £10 (£17.50)."

More than half the business, worth nearly £6m a year to British Rail, was with Southern Region which first took the view of withdrawing the tickets it could make more money.

But the marketing men at British Rail headquarters were so involved in simplifying the fare structure that they thought it would be an anomaly to withdraw the tickets in just one region; so they abolished it altogether. Now it seems they are regretting it.

Waiter dies in £1m fire

A man died, five others, including three firemen, were injured, and about £1m worth of damage was caused when fire destroyed a shopping arcade and some flats and shops damaged an hotel at Ilfracombe, North Devon.

The fire broke out early yesterday and Mr Thomas Murphy, a waiter, died while trying to help in the evacuation of about 200 people. More than 600 tons are believed to have been destroyed and two injured firemen were kept in hospital.

Policeman accused of murder

From Our Correspondent, Belfast

John Robinson, aged 28, an Ulster policeman, was remanded in custody yesterday when he appeared at a special court in Armagh charged with the murder of a leading member of the Irish National Liberation Army on December 12 last year.

Constable Robinson was flanked in the dock by two other policemen and a man at the three-man hearing. A detective superintendent told the magistrate that he believed he could connect Mr Robinson with the charge of murdering Mr Seamus Grew, aged 31.

Mr Grew was one of two men shot dead at a Ulster Defence Regiment Catholic housing estate on the outskirts of Armagh after a car chase. The chase started when their car burst through a Royal Ulster Constabulary checkpoint after crossing the border from the Irish Republic.

No mention was made at yesterday's hearing of the man who was shot with him, Rodrick Martin Carroll, aged 22. Soon after they were killed the INLA described them as leading members and they were given parliamentary funerals.

Mr Grew had served a seven-year prison sentence for the attempted murder of a policeman while Mr Carroll had been charged with the attempted murder of an Ulster Defence Regiment soldier but the case was dropped by the Crown when a key witness retracted his evidence.

Constable Robinson is a married man. For security reasons his address was given in court yesterday as RUC headquarters, Belfast. He will appear at a court in the city next Friday.

Forty "loyalist" remand prisoners in C Wing at Crumlin Road prison in Belfast smashed furniture, fittings and windows in their combined dining room and recreation hall yesterday and set on fire a library in the same room. Damage was described as considerable.

Loyalist remand prisoners in the hall had threatened on Wednesday to protest against the continuing ban on visits by friends and relatives to the three jails in Northern Ireland where such visits are banned. The visits have been stopped because of an overtime ban by prison officers.

Microlight race to Paris threatened by weather

By Ronald Faux

Most of the pilots are French and they are heavily sponsored by the makers of cars, batteries, beverage companies, and banks. Other entrants are from America, Germany, Sweden, and Switzerland. Several French pilots were however flying British-made aircraft.

The first leg of the race is planned from Biggin Hill to Lympne airfield, near Ashford, where the pilots don wet suits and lifejackets for the channel crossing to Cap Griz Nez, where they circle the lighthouse as a checkpoint before finishing the first day at Le Touquet, south of Boulogne.

Tomorrow the course is planned across country to a private airfield north of Paris where competitions will be held. On Sunday, the competitors cross the rooftops of the city to land in the Bois de Boulogne.

Coroner delays funeral of Aldermaston scientist

The funeral of a scientist who was employed at the Aldermaston Atomic Weapons Research Establishment has been postponed by the local coroner with an order for a post-mortem examination of the body.

On the afternoon before the cremation was due Mr Charles Hoile, the West Berkshire coroner, telephoned Mrs Helen Davey, widow of the scientist, Mr Norman Davey, to say that the funeral could not go ahead until he was satisfied about the cause of death.

A doctor signed a certificate after the death of Mr Davey, aged 61, in Newbury District Hospital on August 15, saying that he had died of natural causes, namely stomach cancer.

A spokesman for Mr Hoile, said yesterday, the post-mortem examination had been carried out and samples sent off for analysis.

A Ministry of Defence spokesman said that Mr Davey, of Newbury, Berkshire, had worked as a scientist officer in radiochemical analysis, but could not say whether he had ever been contaminated by radioactive material. The coroner expected to make an announcement soon, he said.

In 1978 the Pochin inquiry was held after a leak of deadly radioactive plutonium dust, which led to the closure of part of the Aldermaston base.

Unions representing his families of more than 70 Aldermaston workers later instigated court action seeking compensation, claiming that there had been a cover-up and that many staff had been contaminated. Some have since died of cancer.

Mr Davey became ill last November and had two operations before his death.

Trawlers freed

Four Danish trawlers arrested on Wednesday night off fishing off Aberdeen were allowed to resume fishing yesterday after the Department of Agriculture and Fisheries for Scotland decided that under EEC regulations they had not been acting illegally.

Police inquiry

The police are investigating allegations against five suspended detectives of the London Transport Police, a divisional spokesman said yesterday. He would give no details of the allegations.

Barbados brothers to stay in Britain

By Craig Seton

A mother who arrived in Britain yesterday to help the campaign to stop the deportation of her two sons stepped from an aircraft at Heathrow airport, London, to be told that the Home Office had just given them the right to settle in Britain.

Mr Geoffrey Ramsey, aged 23, and his brother David, were to be deported because neither their parents nor grandparents were born in Britain. As they waited at Heathrow for their mother, Mrs Penelope Ramsey, to arrive from her home in Barbados to help in their final appeal to the Home Office next week, a number of a television crew broke the good news.

Mrs Ramsey told *The Times* yesterday: "I was absolutely overwhelmed with such fabulous news. The flight had overshadowed everything."

Mr Geoffrey Ramsey said: "We are greatly relieved. We have lived with such uncertainty that we have not been able to plan our future, but now at last we can get on with our lives."

The news was given by Mr David Waddington, Minister of State at the Home Office, who said: "The Home Secretary and I have decided that it would be right to not outside the rules and grant the Ramsey brothers the right of settlement in this country."

Barbados brothers to stay in Britain

The brothers did not come within the rules governing "United Kingdom ancestry" but it was clear that "their links with this country have for several generations been exceptionally strong."

The news ended a campaign lasting almost three years by Mrs Peggy Howard, aged 75, the brothers' grandmother, from Gerrards Cross, Buckinghamshire, other members of the family, and members of Parliament.

Mrs Howard had described her grandsons as "British through and through". She was born in Ceylon, now Sri Lanka, and came of a long line of tea planters and missionaries. Mrs Howard returned to Britain after the death of her husband in a Japanese prisoner of war camp and her daughter, Penelope, the brothers' mother, went to Barbados and married Mr Ronald Ramsey, a sugar planter born on the island.

The brothers were born in

Council burns 2,400 pirate tapes

From Our Correspondent, Liverpool

Fired video tapes valued at more than £50,000 were burnt yesterday at Merseyside County Council's incinerator at Bidston. The 2,400 tapes had been seized in raids on video libraries.

Among the tapes were near perfect copies of *E.T.* and *Gandhi*, neither of which are legally available on video. There were also hundreds of other pirated films and many video "nasties".

Presiding over the incineration was the chairman of Merseyside's Public Protection Committee, Mr John Gallagher, who is calling for a licensing system for video libraries.

Mr Gallagher added that many tapes were being rerecorded to make them into video "nasties".

Warwickshire County Council trading standards officers have seized 1,200 tapes, believed to be from four houses on the Snydenham Estate, Leamington Spa.

New car by courtesy of the police

A Norfolk family whose new mini-metro car was wrecked when the police commandeered it for a road block will today be given the keys to a new car paid for by the police.

The family were still sitting in their three-month-old car when one being chased at high speed by the police ran into the roadblock at Worsley, Norfolk, last month.

Mr Gordon Phillips, a teacher, of Fincham, Norfolk, his wife Josephine, and children, Joshua and Holly, escaped from the wreckage unhurt, but their car was a write off.

Mr John Hall the Norfolk assistant chief constable who will hand over the keys to the new car, said yesterday: "An inquiry is still going on into the incident to see if there are any lessons to be learnt."

"We were determined from the outset that Mr Phillips would not lose in any way. I hired a car for him until he could find an identical new one."

Boathouse blaze

Damage estimated at £500,000 was caused by a fire at the 99 Club's boathouse in Cambridge on Wednesday night. At least 60 boats are believed to have been destroyed and the boathouse was severely damaged.

Burglary charge

Michael John Stettiffe, aged 37, of Giltstead, Bingley, West Yorkshire, was accused of stealing jewelry worth £18 when he appeared yesterday before magistrates at Bingley. He was remanded on bail for one week.

Firemen hurt

Three firemen were slightly injured yesterday when their engine crashed on the way to a grain silo fire in Berwickshire.

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Mexico has pulled out of its economic nosedive, President says

From Christopher Thomas, Mexico City

President Miguel de la Madrid of Mexico said yesterday that the Mexican economy was "no longer in a nosedive" just a year after collapse of the currency treated to a series of catastrophic deficits.

"But the crisis is still with us," he told Congress in his first State of the Nation address, nine months after taking office. Companies still had difficulties, inflation persisted, serving the nation's debt was a burden, and there was insufficient foreign exchange for imports.

The two-and-a-half-hour speech was flavoured at the beginning and end with the traditional but largely meaningless revolutionary rhetoric that permeates Mexican politics. In essence, though, it was addressed to foreign ears - the bankers and governments who were shaken last year by the suspension of payments on \$80,000m (£53,000m) of foreign debt.

In one memorable weekend in August one of the largest financial aid packages in history was put together by the United States and other governments. Since then stringent austerity measures have been introduced - and mostly accepted without the widespread strikes that at one point looked inevitable - in return for the help of the International Monetary Fund.

Inflation has fallen below three figures (the official July figure was just under 5 per cent), unemployment has stopped surging forward

at the rate it has for most of the last 12 months and there was a \$6,300m trade surplus in the first half of the year.

But President de la Madrid gave a warning. "The international prospects are not encouraging; the challenge is enormous and analogous to times of war. The destiny of the nation is at stake."

Despite the draconian cost-cutting measures affecting almost every Mexican, he announced salary increases of 3,000 pesos (£15) a month for employees of the Government's executive, legislative and judicial branches and for the armed forces.

Clearly, he is anxious to avert discontent on his own doorstep. The President also touched on that most traditional of Mexican institutions - corruption - and

outlined his campaign of eradication. It is called a Programme of Moral Renovation.

"It is immoral to mix state finances with one's own," he intoned. "Public service cannot be combined with private business and even less so when that business traps profit from one's public service." He also confirmed steps taken against police corruption.

His address was surprisingly mute on Central America. He focused on the peace efforts of the Contadora nations - Mexico, Panama, Venezuela and Colombia - and virtually left the US entirely out of the picture. Indeed, far from indulging in the popular tradition of attacking the Americans, he spoke of the cordial and respectful nature of our relations.

Breakthrough claimed in El Salvador talks

Bogotá (Retran) - Mr Richard Stone, the US special envoy, said talks with El Salvador's leftist guerrillas had "broken the ice" in the search for peace in Central America.

Mr Stone was speaking after nearly three hours of talks on Wednesday night with President Belisario Betancur, of Colombia, who had earlier met a representative of the guerrillas.

He arrived in Bogotá after briefing President Alvaro Magaña

of El Salvador on a meeting he held in Costa Rica on Tuesday with four representatives of the Farabundo Martí National Liberation Front (FMLN), the umbrella organization for five guerrilla groups trying to overthrow the El Salvador Government.

ISLA EL TIGRE: The United States has begun building a radar station on this Honduran island in an attempt to help stop the flow of arms from Nicaragua to guerrillas in El Salvador.

From Michael Hamlyn, Calcutta

A man in the piercingly white robes with the bands of blue, made internationally famous by Mother Theresa, agreed. Yes, the conditions of the poor in Calcutta are getting better.

Sister Margaret Mary, who has been with the Missionaries of Charity since 1958, when Mother Theresa founded the order, smiled. "You don't get people dying and rotting in the street", she said. "You don't get young children simply thrown on to the rubbish tips."

But Calcutta is still the city of pavement dwellers. It is still a city of dense slums and hunger. The real effluence of pavement dwellers came with the inflow of two million refugees from East Bengal when it became East Pakistan in 1947.

Their numbers have been swollen from time to time as drought or flood or other natural calamities which seem endemic to Bengal have driven people from the land.

The authorities believe that maybe as many as 100,000 people live out of doors all the year round, moving to railway station platforms or bus shelters when the brief but energetic monsoon leaves the roads awash with mud and water.

People have been born and raised on the pavements, have lived their whole lives and died there. There have been marriages in which the proud father's dowry to his daughter was the best piece of pavement on the block to share with her husband.

Schools for the children of such unions are now conducted on the pavements, run by charitable

Winning the fight against disease and destitution Things are getting better in Calcutta . . . slowly



Road block: The authorities in Calcutta see no hope of ending the city's traffic chaos.

organizations such as the Lutheran Church, or by former pavement dwellers who have managed to lift themselves from their poverty.

The authorities also agree with Sister Margaret Mary that things in Calcutta are getting better, however. Mr S. C. Basu, who speaks for the Calcutta Metropolitan Development Authority in a cluttered office not far from the Lower Circular Road from the Missionaries of Charity, pointed out that in the slums, Calcutta could regularly expect an average of 1,000 deaths a year from cholera. In the past few years they have had none.

The problems of the city were allowed to fester after independence. When finally conditions got to be so intolerable that armed revolution was visibly brewing in the streets, the responsibility for action was taken away from the city council and given to the Metropolitan Development Authority (CMDA).

The CMDA speaks proudly of its achievements in bringing a better water supply to the slum dwellers. The last big water works were built by the British 120 years ago. The last main sewer was built in 1896. Now the water supply has increased from

22 gallons per head per day to 40 gallons.

There is a tap for every 25 slum houses. The CMDA has provided sanitary latrines. It has covered drains, provided concrete roads to replace the muddy tracks between the shacks. Street lighting is installed.

The authority admits to one failure, traffic. There has been a number of massive projects to speed Calcutta's citizens around the city. "At present our roads are about 100 per cent overcrowded", says Mr Basu. "In the 1990s when all of these projects are completed and working, we have

worked out that the roads will still be 100 per cent overcrowded."

One factor is making Calcutta's problems more manageable. The city's population is growing at the rate of only 0.4 per cent per year, compared with 7 per cent a year for Bombay and Delhi.

Calcutta has ceased to be quite the maged it was, as the only source of industrial employment in the eastern belt, while in the countryside the land which supported only one crop of grain a year now is more productive.

Minister goes to aid of flood-hit Basque region

From Richard Wigg, Madrid

A central Government team headed by Señor Jose Barrio nuevo, the Interior Minister, arrives today in the Basque country to work out details of huge financial assistance to one of Spain's main industrial regions, now officially a catastrophe area.

His mission is important not only in laying a basis for industrial reconstruction but for future relations between Madrid and the Basque autonomous regional government.

These had been deteriorating until last weekend's torrential rains and flooding, with an official death toll of more than 40, brought a rescue operation by the central Government.

The Cabinet, devoting its entire session on Wednesday to the problems left by the floods in northern Spain, accepted a provisional figure of the damage to industry, infrastructure and agriculture, but excluding private homes, of more than 550 billion pesetas (£2.4 billion), one ninth of

Spain's entire national budget this year.

The Cabinet ordered Señor Barrio nuevo to open talks with Señor Carlos Garcia Cochea, the Basque Chief Minister, and the other regional authorities.

Many Basque industrialists foresee a two-month hiatus before they can get back into production and some 25,000 workers in a region already suffering heavy unemployment face up to three months only on unemployment pay.

This has been allowed under an emergency provision for temporary redundancies, but the future of these workers is highly uncertain.

Local economists are questioning whether the talks will mean an attempt to reconstruct, on central Government funds, local industries in the "crisis" business of the depression and ETA terrorism or finally force the restructuring of the Basque region's old heavy industries.

The Basque Nationalist Party in power is closely linked to the small and medium-sized companies who have been worst hit by the flooding.

Revealing on state television, the Basque Chief Minister admitted the region's dependence on the central Government coming to its rescue, but spoke of the risks of favouritism in distributing financial aid.

The Interior Minister, after emphasizing that four Civil Guards had died in rescue operations, said he hoped the extent of future aid would clear up suspicions between the Basque people and the Spanish state.

Elections to the Basque Parliament are due next spring, with the Socialists strong challengers.



Señor Barrio nuevo: Mission to build trust.

Police take fizz out of beer extortion plot

The Hague (AP) - A doctor alleged to have sought financing a coup in Surinam has been arrested in a plot to extort \$20m (£13.5m) from Heineken brewers by threatening to adulterate his beer, police confirmed yesterday.

Dr Hendrikus Doornik, aged 41, was taken into custody on Monday near a telephone booth from which he was said to have made the last of 16 threatening telephone calls to the brewers' headquarters in the town of Zoetermeer near by.

After his arrest, Dr Doornik, a Surinamese-born Dutch citizen, allegedly said he opposed the Surinam regime of Colonel Deyal Bouterse, and wanted money to mount a counter-coup against him.

Judicial authorities say they are convinced that no Heineken beer adulterated during the plot is in circulation, and no injuries were reported as a result of the scheme.

The plot began on August 4, when Heineken, the nation's largest brewer, received the "extortion demand" by letter, accompanied by a can of beer into which had been injected a small amount of a drug used to reduce heart rates.

Manila police deny they shot protester

Manila (AP) - Police here yesterday denied responsibility for the death of a student in a three-hour clash on Wednesday in which about 40 people were injured shortly after the funeral of Benigno Aquino, the assassinated opposition leader.

The student was shot dead as soldiers and policemen battled with students protesting over the murder of Mr Aquino on August 21.

A police spokesman said that scores of people, including at least three policemen, were injured by army bullets or missiles which he said were fired or thrown.

Mr Salvador Laurel, another opposition leader, said yesterday that President Marcos should step down and give way to a caretaker government to head off a violent revolution in the Philippines.

Mr Laurel, president of the United National Democratic Organization, said that such a caretaker government, composed of respected citizens, should investigate the assassination.

It should also implement a policy of national reconciliation by giving an amnesty to political detainees, writing a new constitution and calling a general election.

Guerrillas kill Russians

From Neil Kelly, Bangkok

Nine Soviet military advisers have been killed in Cambodia by anti-Vietnamese guerrillas, according to a well-informed Western diplomat here. The diplomat, who is regarded as an authority on the military situation in Cambodia, refused to be named but said he had learnt of the incident from a "very trustworthy" source.

He said the incident occurred three weeks ago at an army training centre near Kompong Cham, 45 miles east of Phnom Penh. Khmer Rouge guerrillas attacked the Russians as they were instructing Vietnamese soldiers in the use of multiple

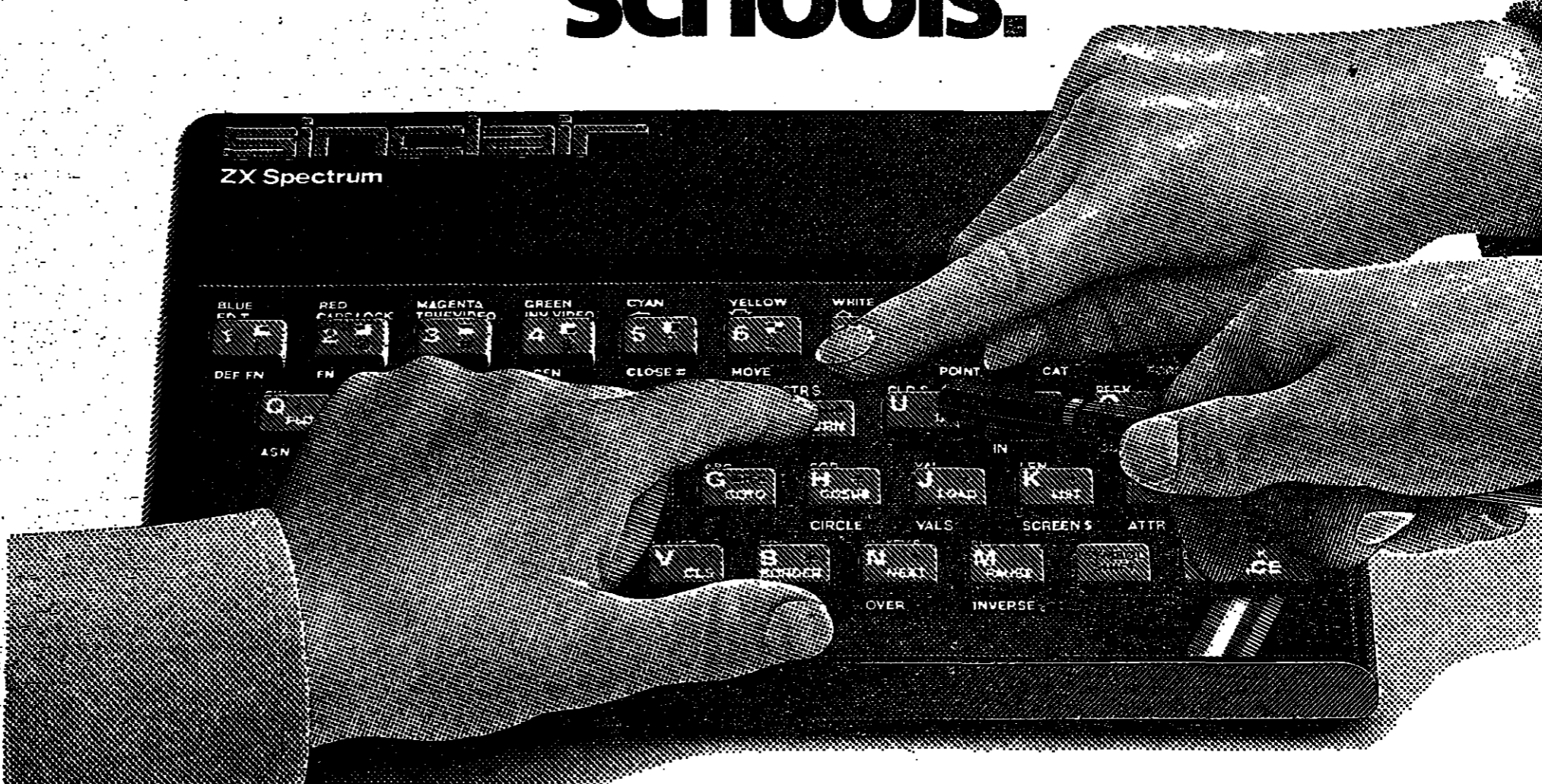
rocket launchers. At least 10 Vietnamese soldiers had also been killed.

The incident has not been confirmed by other sources although an official of the Khmer People's National Liberation front (KPNLF) said they had learnt that Vietnamese soldiers had been ambushed near Kompong Cham in early August.

Last year Khmer Rouge guerrillas killed Mr Nhem Heng, Deputy Agriculture Minister in the Phnom Penh Government, near the huge rubber plantation outside Kompong Cham.

About 500 Russian work in Cambodia on aid projects.

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SPECTRUM

Playing host to Pershing



Petra Kelly, the charismatic Green

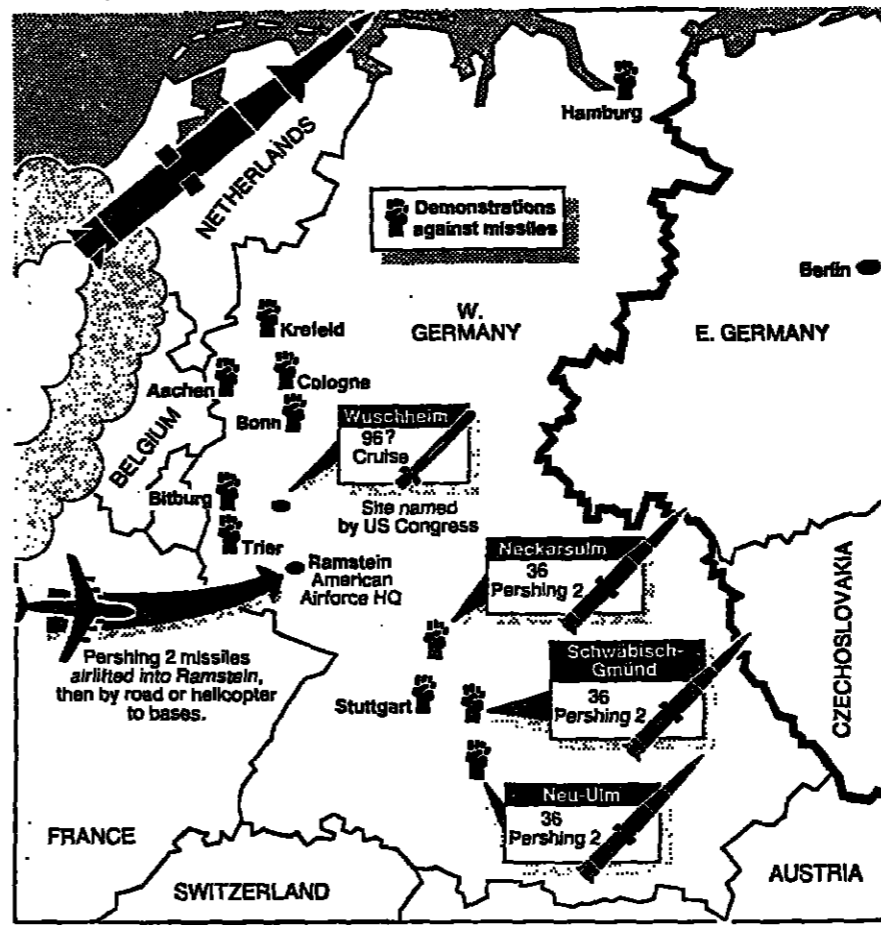
West Germany faces fierce anti-missile protests this autumn. Michael Binyon profiles Bitburg, already the scene of demonstrations (top)

and thought to be a possible home for the super-fast rockets the Soviets, and others, fear

Tucked away in the hills near the Luxembourg border, Bitburg is one of those small, charming towns that typifies rural Germany: prosperous, piously Catholic, staunchly conservative and of course renowned for its pilsener beer. But this quiet community, like half a dozen others in West Germany, is experiencing a hot autumn of unwelcome protests, civil disobedience and rallies by demonstrators from all parts of the Rhineland. For Bitburg is one of the possible sites where American cruise missiles will be deployed. And as the December deadline for agreement at the Geneva arms talks looms nearer, Bitburg is looking anxiously at what deployment would mean for its people, their security and their close friendship with the Americans in their midst.

Since 1952 Bitburg has been host to the 36th Tactical Fighter Wing of the United States Air Force. Some 12,000 Servicemen and their families are stationed there, doubling the population. Over the past 30 years 16,000 American children have been born in Bitburg and hundreds of servicemen have taken local brides. Inter-communal relations have been happier than in almost any other American base town in Germany. The visitors earn praise for their participation in the festivals, sports clubs and life of this small community. Their German hosts - who depend on the base and the two military airfields for their livelihood - have tried to make the Servicemen welcome. Herr Theo Hallet, the respected and outgoing mayor, makes a point of attending American func-

tions, greeting new Servicemen, settling speedily the few problems that arise between the two communities. But even Herr Hallet, a Christian Democrat who supports the Nato twin-track decision, is uneasy at the prospect of Bitburg becoming a missile launching pad. Earlier this year he wrote to the Minister of Defence in Bonn to say his town had enough military installations already. He was told that no decision had been reached. And indeed no one knows for sure when and whether the missiles are coming. No public announcement has been made in Bonn about what is to be deployed or where - unlike the other four Nato countries, Britain, Italy, Belgium and Holland, which have identified their sites. All the West Germans know is that the 108 Pershing 2 missiles, the lightning-fast rockets most feared by the Soviets, will be stationed in their country, probably in the same silos where the Pershing 1 missiles are now, and that these weapons will be the first to arrive. The cruise missiles, 96 out of the 464 envisaged in the Nato decision, will come later and special new bunkers will be built for them.



begin today of the American barracks. The citizens of Bitburg have been less willing to take to the streets themselves. But elsewhere in Germany there is strong opposition to the missiles. In Trier, an ancient and larger city 25 miles away, six separate peace groups are trying to rally local people against the deployment decision. At Easter they held a number of marches that converged on Bitburg attended by about 2,000 people; in the next few weeks marches will be held all over Germany, and the Bitburg barracks like those elsewhere, will be the focus of anti-nuclear rallies.

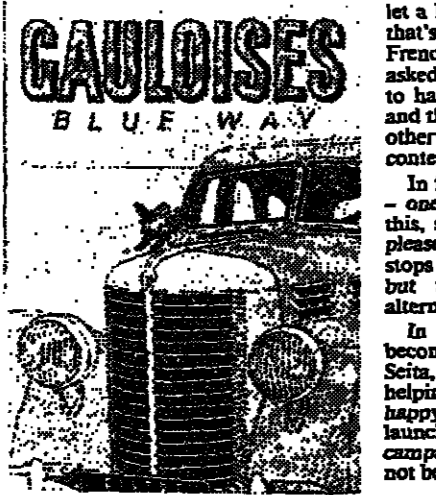
West Germany's peace movement is strong - probably stronger than that in any other Nato country. It has the backing of important sectors of the community - the trade unions, the churches, especially the radicalized Evangelical Church, and left-wing politicians, including the activist Green Party. Most importantly, the main political opposition to the Government, the Social Democrats, are rapidly moving away from their original support for deployment (for which Herr Helmut Schmidt, as SPD Chancellor, lobbied hard before 1979) and many members have given open backing to the peace movement.

moreover... Miles Kington

Fringe a bit thin at Auld Reekie

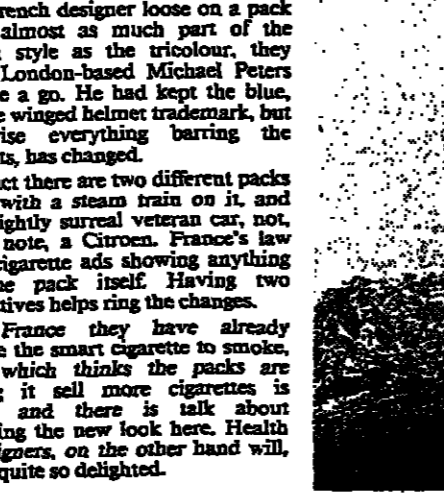
Edinburgh There is a widespread legend that the Edinburgh Fringe is a hot nursery of talent, that every year new geniuses are discovered, wet behind the ears, and are then rushed down to London, heads hanging out of the train window, so that their ears can dry in time for the first triumphant London appearance. The list is endless, people say. Beyond the Fringe, Tom Stoppard, Rowan Atkinson... As far as I can make out, the list stops right there. In the last 20 years I can't think of anyone else who has shot to immediate stardom or, at the very least, colour magazine status. The very first fringe company I was part of, the 1963 Oxford group, contained a couple of future Monty Python members and directors like Michael Rudman and Graham Murray, but it took them years and years to inch upwards to fame and fortune. Our revue, in fact, was transferred to the London West End for a disastrous two weeks which may well have set our careers back a while, or at least warned us not to expect too much too soon. One actor, whom I remember as a very funny man, was so sobered that he is today head of the Council for the Preservation of Rural England.

Tradition up in smoke



The traditional blue Gauloises soft pack might represent the height of Gallic chic in Britain, but not in France. The French hate the idea of being written off by the rest of the world as a lot of baguette carrying, beret wearing driving around in pre-war Citroens. In fact they feel much happier with shiny, up to the minute mid-Atlantic techno-flash, cars like lunar modules, improbably futuristic airports and bright pink skyscrapers.

CONCISE CROSSWORD (No 139)



ACROSS: 1 Engaged woman (7), 2 Grass cutter (5), 3 New (3), 4 Grazed (7), 5 Nostalgia (8), 6 Mounted game (4), 7 Of the mind (7), 8 Demure (4,3,6), 9 Craft (3), 10 Wall painting (15), 11 Stiff fabric (7). DOWN: 1 Bust (4), 2 Friend (5), 3 Of provincial (4), 4 Conclusion (3,2), 5 Whistler (8), 6 Veneration (7), 7 Therapeutic (7), 8 Statement of principle (8), 9 To such a degree (15), 10 Unsoiled (5), 11 Largest count (4).

FINDINGS



A series reporting on research: DESIGN The memorial that moves steel tripod, made up of telescopic aluminium alloy sections protected by plastic, and reinforced with carbon fibre which could fold into a Hercules transport plane. It would have the advantage of being capable of being erected in Britain before departure so that people who will never get to the Falklands could see it. And as for the significance of the tripod shape, Transfer says: "It would look as if it had just landed on the island, in exactly the same way as the men and equipment who took part in the action there. We thought that a simple, strong shape would be much more powerful than tons of marble."

Checking-out

The next profession to be joining the endangered species list looks like being airport check-in staff, at least if data equipment manufacturer NCR gets its way. According to a report in Design Magazine, NCR, with a highly successful computer operated bank till sludgy under its belt, is now turning its attention to airports.

Research into how people used the bank machines told NCR that while automation might initially intimidate customers, once they had actually mastered the technique they often preferred queuing to use a machine than walking straight up to a human. So NCR commissioned design consultants Douglas Kelley Associates to design a machine that could tackle the far more complex task of checking-in arriving passengers, selling tickets, accepting baggage and making reservations. The result is something called the Skylink, which is now making a sales trip around the airline executive offices of the world.

Show trial

In November, the Barbican will be housing the biggest ever exhibition of the work of Britain's design schools. The whole of the centre's art gallery will be occupied by work from more than 600 students and ex-graduates. The point is to show the breadth and the quality of what they can do. But this is not simply a celebration. According to Professor Bruce Archer of the Royal College of Art, the whole of the art and design school system is on trial at the moment. "The Department of Trade and the Department of Education have both given us substantial sums to put this on, and I've no doubt that the reason is to give them a chance to examine our claims to be doing a good job."

Professor Archer thinks that after the golden age of the 1950s and 1960s the art schools, and their design courses in particular, lost their way. To find out what went wrong, and what can be done about it, he is organizing a series of conferences that will run with the exhibitions. They will be run like public inquiries, with inspectors - who include Sir Monty Finniston, the former British Steel chairman, and radio presenter Brian Redhead and opposing counsel who will be cross-examining witnesses. But what it all comes down to is examining, firstly, just how good our designers are, secondly, how useful are they to us, and thirdly if they are so useful, why aren't they used more effectively? Deyan Sudjic



FRIDAY PAGE

MEDICAL BRIEFING

The hidden dangers of heartburn

Most people accept an occasional bout of heartburn... But anyone who suffers frequently (three or four times a week) should go and see their GP because, although it may seem a trivial complaint, there may be a more serious reason for the heartburn.

A jet lag pill?

Taking a pill to counteract the effects of jet lag... International traveller's dream. And at the University of Surrey some fascinating research into the natural hormone melatonin suggests it might be possible within the decade.

Rising cancer toll

Death rate from lung cancer in women continues to creep up in the USA, according to the American Cancer Society which estimates that 17 per cent of cancer deaths among women in 1983 will be due to lung cancer.

Animal ailments

Experts at the Ministry of Agriculture, Fisheries and Food and the Public Health Laboratory Service have called on doctors and vets to cooperate in combat diseases passed on to man from animals.

Vitamin peril

If you take extra vitamin B6 as a matter of routine you may be wise to pause and think about it. The normal daily requirement of vitamin B6 for adults is only 2 to 4 mg.

Olivia Timbs and Lorraine Fraser

Lee Rodwell on the problems facing Britain's two million illiterate adults

The plight of society's write-offs

When the adult literacy campaign was launched in 1975 many people saw it as a quick "mopping up operation", a short term measure which would virtually wipe out adult illiteracy in Britain within a few years.

Some progress has been made in the past eight years. Before 1975, provision for adult literacy tuition was patchy and only an estimated 5,000 to 10,000 adults were receiving help at any one time.

suggests that large numbers of adults are unaware of the schemes set up to help them; those who do know assume the teaching will be formal. Some lack the confidence to take the first step - it is still seen as embarrassing or shameful to admit to literacy problems.

Large numbers of children are still leaving school so ill equipped in the basic skills of reading, writing and spelling that they face real difficulties coping with everyday life. The number of functionally illiterate adults is now officially estimated at two million.



Robert: I got desperate

When Robert Merry went for his first job as a crane driver at Vauxhall Motors in Luton, Bedfordshire, he had to ask his brother to fill in his application form.

Now 24 years old, he struggles to explain why he never learnt to read and write at school and why it took him four years before he decided to look for help.

"When I first went to school I got along quite well, but then I fell out with some of the teachers," he says. They put me on those Janet and John books and I just got bored.

"I did go to remedial classes, but I was way behind my age group. The teachers didn't seem that bothered. They knew I'd be doing labouring or some low-grade job. It wasn't too bad, I could read a very basic sentence and I could make out what trains were going to London or Bedford.

"But in the end I got desperate. I had to take a test because I wanted to upgrade my job and I didn't do too well. I was thinking of going on a TOFS course and the jobcentre suggested I contact an adult literacy scheme.

"I was really nervous - I didn't know what to expect. But it wasn't like school. No one forced you to do anything. I started to write from my own experiences, what it was like at work, things like that.

Robert has now been working on his English for four years and he has his own theories why people fail to apply for the kind of help he has been getting.

"When people talk about illiterates you don't think that applies to you. Maybe you just feel you need to brush up your spelling or something. Also people are afraid it's going to be too much like school. But it isn't like that at all. Before, you think you're the only person like that in the world, so it's great to meet people who've been through the same kind of things.

Mark: They called me an idiot

In an old school building in Charles Street, Luton, a group of adults have enrolled for a course to improve their English.

For some, such as the Asians, English is a second language. Others include Mark Rees, who has spent all his 19 years in Luton, 11 of them at local schools.

It is not the first time Mark has tried to improve his reading and writing. When he left school he did a one-year college course.

He left before the course was completed and his English is still so limited that he cannot read a bus timetable or fill in forms without help. So why did he give up?

Mark says: "School was OK. It was just that I was a slow learner. When I was 11, I was sent to a special school for slow learners and I enjoyed it very much. I got on all right. Then I was sent to college for a year where they had special groups for English and I got on quite well there. Then I had a job under a government scheme working in a supermarket putting the food on the shelves."

"I found it very hard just checking the price tags, sticking on prices and reading off the list which told you what was on the shelves. I knew they were going to say something about it, so I

sometimes have a look at a paper and I watch the television news to keep up with things. When I go for my money they say sign the form here and I just sign my name."

"But now I want a job at Vauxhall - or any job that comes up. I want to get to the standard where I can do some exams to get more qualifications and try for better jobs. In most jobs you have to read off different bits of paper.

"This course is better because it's a daytime one. It's better than sitting at home on the dole and it's helpful to have your evenings free."

John Stephens, who carried out the research, says: "Many of these answers do not show the underlying reasons that were often hinted at during the course of an interview - high cost of fares, housing difficulties, low motivation.

"Of all of these, in my opinion, low motivation is a major factor. Although they may agree that they need to improve their English, after a few weeks other problems take over and they stop coming to tuition."

Or as Mark would put it: Other things get in the way.

A victim of old habits

Sometimes, when I tackle the ironing, I come across large white handkerchiefs with my name tapes sewn on. They date from my first entering a religious order. (I have twice been a member of a religious community, in an active community and in an enclosed order, for periods of four and a half years.)

I ceased to be a nun two years ago but the handkerchiefs have not worn out yet, so the past is still around. Each time I apply for a job, I wish that I could conceal my nine years in the religious life, but it is difficult to concoct a convincing explanation for the two mysterious gaps in my curriculum vitae.

Two unfortunate marriages, or prison sentences or long hospitalization for intriguing diseases seem hardly plausible, though at times they seem less embarrassing than the fact that I used to be a nun. Employers tend to react as if I am the victim in a Gothic horror story and not really a serious contender in the business of getting a job.

When I was in the enclosed order my wife was of a routine domestic

ceremonial in the convent chapel might be an advantage. It was not. In the past, former nuns have written books about their lives in religious communities. Respectably my experience was undistinguished and inclined to be monotonous (apart from accidentally causing a minor fire in the refectory one morning) - not enough to produce a musical like The Sound of Music or best-sellers like the James Herriot vet books.

I have trained as a teacher and did teach drama for a year, 15 years ago, but preference obviously must be given to better-qualified and more experienced applicants.

Signing on at the unemployment benefit office was a harsh encounter with the secular world after the insulated existence in a contemplative community, where we were prepared for nothing more demanding than singing plain songs in the convent chapel at High Mass. After three months of unemployment I managed to get a job as an education welfare officer and a new life in the twilight world of truant schoolchildren and clothing grants began.

I have applied for all kinds of jobs including those in journalism, museums, research for television and once, in a reckless moment, I applied for the position of Assistant Sergeant-at-Arms in the House of Commons. I thought my previous experience of

remedial classes children are just taught the mechanical skill of reading signs - I call it barking at print. They go through the motions, but the fact they are reading never sinks in and once they leave school, they can't do it without the teacher.

Mr. Arnold Rabinowitz, an educational psychologist, who is the coordinator of remedial studies for the Inner London Education Authority, feels that existing remedial education in some parts of Britain could be greatly improved. He said: "In many

THE TIMES Tomorrow

START THE WEEKEND WITH THE PAPER THAT INFORMS, STIMULATES, AMUSES AND PROVOKES



Family Money: From fees to uniforms, how much does it cost to educate a child?



Speed and spills on water: Jet skiing and speed sailing

David Hughes on the search for an emperor's dinner service Travel: Vertigo in the Pyrenees, vacancy in the Philippines Sport: Youth v experience in the NatWest cricket final

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Plus All the news from home and abroad; Values: Children's shoes; wines of the month; Family Life on keeping pets; Review of rock records; Critics' choice of the coming week's events in the arts

Penelope Dent



P.O. Box 7, 200 Gray's Inn Road, London WC1X 8EZ. Telephone: 01-837 1234

ABUSE OF LAW IN HARARE

The acquittal of six air force officers by a Harare court on Tuesday showed that the independence and fearlessness of the Zimbabwe judiciary most admirably survives...

some conciliatory gesture towards the white population. He did none of these things. Mr Mugabe brought Zimbabwe to independence in 1979 amid great good will. He made reassuring speeches about pragmatism in spite of his Marxism...

As well as the torture of suspects and detention without trial (nine other acquitted men have been retained in addition to the air force officers...)

Mr Mugabe is, of course, beset by difficulties. The existence of an unabashedly prejudiced regime in South Africa is a provocation; and there is no doubt that South Africa has encouraged active sabotage in Zimbabwe. Failure of the charges

against the air force officers should not be allowed to conceal the fact that a large part of Mr Mugabe's air force was destroyed in a daring subversive operation. Also Mr Ian Smith's regime set an example of illegality...

There are reasons for Mr Mugabe's intemperance, but not excuses. It is also true that, although he is himself a strong leader, he must react to the pressure exerted by more extreme members of his party...

Mr Mugabe has intentions to move eventually towards a one-party state. Hopes that this might be accomplished with due regard for human rights and the right to dissent are fading...

A black moment in Zimbabwe

From Mr John Gillard Watson. Sir, Notification was recently received here that the Bulletin of the International Statistical Institute, vol. 49, "Proceedings of the 43rd Session of the Institute"...

I was prohibited from entering Rhodesia by Mr Ian Smith after his illegal declaration of independence in November, 1965. I first re-visited Zimbabwe when Mr Mugabe, as Prime Minister, lifted the prohibition order in April, 1980...

The Zimbabwe which I wished to see was a democratic country with no racial or tribal discrimination and no arbitrary actions on the part of the state contrary to the concept of natural justice.

Defence review. From Mr Stevenson Pugh. Sir, Three times in the past two weeks you have aired questions fundamental to our defence policy which should have encouraged many other readers, beside myself, to hope the current defence review may initiate a genuine, radical rethink.

Trade sanctions as a bar to learning

From Mr John Gillard Watson. Sir, Notification was recently received here that the Bulletin of the International Statistical Institute, vol. 49, "Proceedings of the 43rd Session of the Institute"...

The application was duly made to the Department of Trade and Industry, but was refused by the International Trade Policy Division. The reason given was that the ban on Argentine imports imposed on April 7, 1982, would remain "until such time as we can bring Argentina to restore normal trade relations with the United Kingdom."

Since then notification has also been received that five volumes of Comercio Exterior Argentina 1979, published by the Instituto de Nacional de Estadística y Censos, have been seized similarly.

sanctions, but it is not obvious that so far as the items cited are concerned it is this country, and not Argentina, which is damaged?

It cannot be maintained that to forbid scholars access to the proceedings of the ISI session of two years ago and to forbid not only scholars but business firms access to the trade returns of four years ago can in any way promote our interests...

If this absurd situation is not put right without delay by the Government there is evidently every intention that the whole of the learned and business material in what is presumably a shipload, at present held in a Dover warehouse, will be forfeit and, in plain English, destroyed.

JOHN GILLARD WATSON, Librarian, Institute of Economics and Statistics, St Cross Building, Manor Road, Oxford, August 27.

Spending in the public eye

From Mr David J. Critchley. Sir, You report (August 24) that the Treasury paper on the financing of public spending has been "prepared under conditions of extreme confidentiality".

Enough! Publish the report forthwith. Nail copies to church doors and town halls. Give them away in post offices. Then at least we will be able to come to a considered judgment on the matter.

DAVID J. CRITCHLEY, Ch. du Connétable 7, Coligny, 1233 Genève, Switzerland, August 25.

Body and mind

From Dr R. Littlewood. Sir, As both an anthropologist and a psychiatrist, I have been observing with some interest your focus on "holistic" medicine...

This aim seems to be associated with the rather vacuous and uninformative assumption that non-western treatments such as traditional Chinese medicine always heal "body, mind and spirit" (August 18).

They are obtained, for example, by eliminating unnecessary work, by careful investment in more efficient machinery and by ensuring that employees work when they are at work: in simple terms, by better management and a growing awareness at all levels that we have to earn a living.

The discovery that the cause of civil violence is apparently refined sugar (August 5) also coincides with our refusal to allocate resources to the penal system. Both instances are characterized by a feeling that we are estranged from some hypothetical state of nature by artificial attempts to control our own destinies.

Private line

From Mr James Pretty. Sir, Your leading article on national monopolies (August 22) mentions the quality of service and profitability as functions of a regulatory authority.

Otherwise, why not offer, for example, policies to the "law-abiding citizen to cover financial inconveniences in the event of being caught either not declaring all his income on the tax form or making a dishonest insurance claim?"

JAMES PRETTY, 24 Merton Road, Watton, Norfolk, August 22.

Breakfast fare

From Mr William Grandy. Sir, Unlike Mr N. A. Oppenheim (August 31) I found your reference to Sir William Wallace being hanged, beheaded, disembowelled and quartered most appropriate.

WILLIAM GRANDY, 16 Settrington Road, SW6, August 31.

TRAINING IS THE THING

September 1 was a bench mark in British social policy. It was vesting day for the Youth Training Scheme, an ambitious measure which falls only a little way short of the conscription of an entire age cohort.

The scale of the scheme is striking. The Manpower Services Commission aims for 460,000 places by Christmas, involving at least 5,000 employers and costing £1 billion a year.

Judgment on the YTS must of course be deferred: the scheme has not deserved the early drizzle of carping it has had - negative

complaint of the sort that often greets any plan of social reform that is patently less than perfect. By September next it will be possible to reach a conclusion.

Mr Norman Tebbit has decided that reluctant trainees may have to be goaded. Just like the unemployed who refuse "reasonable" job offers, the trainees face a partial loss of social security benefits if they persist in rejecting placements.

The crude political impulse behind this major act of collective provision costing such a large sum of public money is

maintaining social peace - YTS is an anti-riot device keeping 16-year-olds off the unemployment record and off the streets.

Time is short. Economic recovery - even partial - will expose shortages of skilled workers in the new engineering and electronics sectors and elsewhere.

Such an expanded YTS need not cost vast extra infusion of public money: large sums are currently expended under regional and inner-city rubrics which, properly focused on work people and their trainers, could produce a better result for both individual and society.

Liberal Party policy

From Mr R. E. Wraith. Sir, Mr Colin Darracott's letter (August 19) is welcome if only because he rejects the notion that the Assembly could be the final authority on the manifesto.

From Sir John Acland. Sir, This year I returned to a northern Scottish river to fish and found that one stretch of it had been very considerably altered by a bank-jumping operation.

From Miss A. M. Burrell and Dr Berkeley Hill. Sir, In his letter defending the record of British agriculture (August 9) the Deputy President of the National Farmers' Union quotes an average annual rise in retail food prices of only 9.5 per cent for the period 1977-82.

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Riches of the land

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EEC expenditure

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Miracles take longer

From Mr Kenneth Gilbert. Sir, Professor Michael Beenstock (Economic notebook, August 11) provides a complex argument to show that there is no miracle in the improvement in productivity in the UK.

From Dr Timothy J. Rimmer. Sir, Together with other doctors and members of other professional bodies I have recently been offered an insurance policy which covers any inconvenience resulting from the loss of my driving licence for any reason - including drinking and driving offences.

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Brideshead Catholicism

From the Reverend Dr Gerard McKay. Sir, Clifford Longley's article yesterday (August 22), with its suggestion of a selective and obscurantist minority hijacking the Church's legislative processes in order to impose its will furiously on the enlightened majority, may make exciting journalism but it does not correspond with the facts of the case.

The canon to remind us abstinence is a necessary part of Christian asceticism: it was traditionally expressed by not eating meat and, recognising that tradition has to adapt according to one's culture and circumstances, bishops therefore had to have the power to make whatever commutations were locally necessary.

The Church's rules on abstinence are actually exactly those under which we have been living since Paul VI promulgated his Motu proprio, Paenitemini, on February 17, 1966. The 1983 code has, in effect, codified this legislation.

Lost for words

From Miss Marghanita Laski. Sir, In his letter to you of August 19, Mr Denis Mahon quotes the Conservative manifesto (but it could have been any other recent public statement of noble aims) on the wish to encourage support "for the arts and the heritage".

Since we all of us inherited more or less the same language, I doubt I am alone in finding "heritage" a word, redolent of Gift Shops selling Bibles bound in plastic ivory and Shakespeares in plastic morocco, with crinoline-lady lavender bags and witch-balls in macramé sling...

Too great a concern with statistical detail, however, only diverts attention from the fundamentals



COURT AND SOCIAL

COURT CIRCULAR

BALMORAL CASTLE August 31: Mrs John Duggdale has succeeded Lady Abel Smith as Lady in Waiting to the Queen.

Forthcoming marriages

Mr R. Becham and Miss P. A. Hammonson The engagement is announced between Richard, son of the late Mr and Mrs Simon Bichheim, and Patricia Ann, daughter of Mrs Sue Hammonson and the late Lewis W. Hammonson.

The Prince of Wales, Colonel-in-Chief, The 22nd (Cheshire) Regiment and The Royal Regiment of Wales (24th/41st Foot) will visit Headquarters, The Prince of Wales's Division at Lichfield on November 25.

Luncheons

HM Government Mr Ray Whitney, Parliamentary Secretary of State for Foreign and Commonwealth Affairs, was host yesterday at a luncheon given at Admiralty House in honour of the High Commissioner for Barbados.

Service dinner

Royal Regiment of Fusiliers The Royal Regiment of Fusiliers gave a luncheon yesterday at the Tower of London for fusiliers who fought in the First World War.

Birthdays today

Sir Peter Boon, 67; Mrs Heather Brigstocke, 54; Mr Jimmy Connors, 31; Professor David Dalziel, 71; Sir Arthur Drew, 71; Lord George-Brown, 69; Sir Edward Goschen, 70; Mr Michael Hastings, 45; Air Marshal Sir Paul Holder, 72; Mr P. B. Lucas, 68; Lord Paget of Northampton, 67; Professor Sir Desmond Poul, 64; Sir Alexander Ross, 76; Viscount Simon, 81; Victor Spinetti, 50; Professor George Temple, 82; Right Rev David Young, 52.

Lomond School, Helensburgh

Term starts on Tuesday, September 6. R. Scott is school captain and captain of rugby. Mr Peter McHugh succeeds Miss E. A. Kinnear as head of history.

Spectacle Makers' Company

The following have been elected officers of the Spectacle Makers' Company for the ensuing year, to take office on October 5: Master: Mr Michael Rawling; Upper Warden: Sir Richard Meyers; Roster Warden: Professor Herbert Dartall.

Latest wills

Mr Claude McGeorge Frost, of Bromley, Kent, left estate valued at £209,575 net. After a personal bequest of £1,000 he left the residue to charity. He left the aged.

Marriages

Mr J. Hayter and Miss E. Guest The marriage took place on Tuesday, August 30, quietly in London between Mr John Hayter and the Hon Mrs Emma Guest.

Prince's relapse

Bad Driburg, West Germany (AFP) - Prince Claus of The Netherlands, the husband of Queen Beatrix, has suffered a serious relapse of nervous depression and is undergoing treatment in a clinic at Bad Driburg, Westphalia, it was reported yesterday.



Miss Teresa Needham who, at the age of 18, narrowly failed to become a chess grand master in the Seventh Masters International in London yesterday. She was playing the Danish international master Gert Iskov (Photograph: Suresh Karadia).

Stubble burning is sensible operation, Jopling says

Mr Michael Jopling, the Minister of Agriculture, played host to the media on his farm at Thirk, North Yorkshire, yesterday. This year he has harvested about 250 acres of wheat and barley and so can claim first-hand knowledge of the problem of straw-burning.

because planting had been so delayed by the wet spring. Mr Jopling said that it was very much a working farm rather than a country estate. In recent years it had been managed largely by a neighbour, Mr John Dearlove, but from now on his son, Nicholas, who graduated from Newcastle University, will gradually take over control.

Move to bring uplands under new controls

Radical proposals to protect the character of the English and Welsh uplands are to be put to the Countryside Commission. The proposals will be seen as a tacit admission that hill-farming is desirable only for social reasons and is not economically justifiable.

Australian diplomat to be replaced

Sir Victor Garland, the Australian High Commissioner in London, is to be replaced by a career public servant, possibly as soon as November, according to informed sources in Canberra. The sources said that Mr Alf Parsons, deputy secretary of the department of Foreign Affairs, would replace Sir Victor as part of a general plan to replace officials appointed by the Fraser Government.

Rare postcards in the Strand

An exhibition of pictorial postcards selected from one of the world's finest collections opened in London yesterday at Stanley Gibbons Gallery in the Strand. Examples range from the first postcard issued in Austria in 1869 to those commemorating the royal wedding of 1951.

OBITUARY DR HARRY COLLIER

Research on the physiological effects of drugs

Dr Harry Collier, who died on August 29 at the age of 71, was an industrial pharmacologist of a kind that was until recently quite rare: he believed passionately that the development of new and beneficial drugs must hang on an understanding of how drugs function physiologically. Thus, both in his research appointments at four successive drug companies since the war and through his work as a member of the Society for Drug Research, he was a persistent (and sometimes stubborn) proponent of the scientific approach to drug development.

Britain denies damage to Elgin Marbles

A claim by a Greek professor that the British museum had caused irreversible damage to the Elgin Marbles was rejected yesterday as political propaganda. Officials at the museum said the allegation that damage had been done to the statue of the caryatid from the Elgin collection by coating it with plastic film had been limited to increase pressure for the collection's return to the Parthenon by Miss Marina Mercouri, the Greek Minister of Culture.

Science report Protective antibody recognized in breast milk

The protection from infections conferred on babies while they are breast fed, and for some time after they have been weaned, is well recognized. New groups of antibodies have been identified in a specific antibody in breast milk that protects infants against a specific disease; but it does not prevent their becoming carriers of the infection.

ENTERTAINMENTS OPERA & BALLET THEATRES CONCERTS

APOLLO THEATRE, THE ROOF, CHILDREN OF A LESSER GOD, CHARLEY'S AUNT

COMETRY THEATRE, STEAMING, NO SEX PLEASE - WE'RE BRITISH, BUSTY MILK, DAISY FULLS IT OFF

PORTHOLE THEATRE, JOHN OSBORNE'S PATRIOT FOR ME, BUSTY MILK, DAISY FULLS IT OFF

LA VIE EN ROSE, CASABLANCA, BIZZAZZ, THE BLOOD BROTHERS

THE BLOOD BROTHERS, SINGING IN THE RAIN, BLOOD BROTHERS

THE BLOOD BROTHERS, SINGING IN THE RAIN, BLOOD BROTHERS

THE BLOOD BROTHERS, SINGING IN THE RAIN, BLOOD BROTHERS

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THE ARTS

Cinema

A great showman, and never mind the message

The Leopard (PG) Gate Notting Hill

The Twilight Zone (15) Warner West End; ABC Shaftesbury Avenue; Studio Oxford Street

Koyaanisqatsi (U) Lumière

The misadventures of Luchino Visconti's The Leopard...



Visual bravura of Rotunno's restored photography in The Leopard

In other respects, far from dating, the film actually looks better than it did on its first appearance...

He was a highly intelligent adapter, too. The script, written with a team including his regular collaborator Suso Cecchi d'Amico...

The story is set in Sicily at the period of the Risorgimento...

Certainly Visconti himself shares the Prince's bitter-sweet nostalgia...

The Prince himself negotiates the marriage of his nephew Tancredi (Alain Delon) to the daughter of a rich parvenu and political opportunist (Paolo Stoppa)...

The urgency of Visconti's treatment comes from its recognition that the Prince's melancholy is not an isolated and temporary sickness of history...

Certainly Visconti himself shares the Prince's bitter-sweet nostalgia. He uses his Technicams screen to record the life of that lost era in fascinated detail:

family prayers in the great house, and the handkerchief which the Prince meticulously lays to kneel on...

composition, provides an almost uninterrupted commentary. It is intended as a compliment to the film to say that much of it (certainly Delon's young princeling) has the look of opera...

Godfrey Reggio spent seven years of loving labour making Koyaanisqatsi, so that there is a sense of guilty ingratitude in not feeling more enthusiastic about it...

Mentionously counterpointed to the scholarly monotony of Philip Glass's music, the work is intended as an intense and unique look at the superstructure and mechanics of modern life...

The Twilight Zone, which is brand new, actually looks more dated, because of its origins in twenty-year-old nostalgia. It is a tribute to Rod Serling's popular television series of the early Sixties...

Three of the episodes are taken from old Twilight Zone television scripts; significantly the one that is original to the film, written by its director John

Landis, is the least successful. The initial idea (suggested by a Twilight Zone episode, A Quality of Mercy) is good, but it never actually arrives at a dramatic conclusion...

Steven Spielberg contributes a whimsical tale about old people in a retirement home transformed back into childhood. George Miller, who made Mad Max, directs a messy story about a man who is the only passenger on an aircraft to see a crash into the wing...

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Television

Ours is darkness

The British are a secretive lot. As a nation we reserve as for a virtue so it is not surprising that our Government reflects this inclination to keep things quiet even when knowledge of them is obviously in the national interest...

transgression, have carried on a 15-year fight to find out. Other people are concerned, too, but the council's environmental officer, Mr John Greenwood, says the authority does not see the point of a liaison committee with residents...

Those horrendous foreigners are much more open. The Dutch, we learnt, consult - and citizens can readily find out what is going on and coming out of where. It seems that democracy, in what we like to think of as its cradle, has some way to go.

Dennis Hackett

Promenade Concert

RPO/Groves Albert Hall/Radio 3

Yo Yo Ma took the Prom audience by storm on Wednesday night in a passionately felt, forcefully projected performance of Dvorak's B minor Cello Concerto...

It was the sort of playing which invited the audience to catch its every breath with the soloist, from the almost abrasively assertive opening...

When the soloist was inclined to take too little interest, the orchestra was allowed by Sir Charles Groves (replacing, for

announced reasons, Yuri Temirkanov) to take rather too much for granted. This reluctance ever to push the innermost content of the score quite as far as it can go took the edge off a performance of Prokofiev's Fifth Symphony...

Those who watch as well as listen closely will notice time and time again how this orchestra's latent character and imagination flash to the surface as soon as eye-contact is established with its conductor. But too often, again, the head remained bowed to the score, and attributes like the fine, sharp-edged tone at the start of the scherzo, or the subsidiary detail in the Adagio, slid out of focus.

The strings, too, needed to listen with far more imagination to the sound they were making in the slow movement in order to engage that of the audience. As it was, both here and in the finale, they seemed to weigh down, delight, and even find woodland and side drum solos could only take their place in a rather laboriously linear reading.

Hilary Finch

EDINBURGH FESTIVAL

Social niceties get short shrift

Rosenkavalier Assembly Hall

Perhaps the shadow of Frank Dunlop, director-elect of the 1984 Edinburgh Festival, is already cast over a corner of this year's events...

A note in the festival programme tantalizingly recalls the first sketch for Der Rosenkavalier found after Hofmannstahl's death. He devised it, much under the influence of Mozart...

Philip Prowse, both director and designer of the play, has a good deal more success with his set than with his actors...

the interior of the Assembly Hall, which is pure Fort Knox, Calvinist variety. Prowse has turned his open stage into a vast sugary wedding cake surrounded by a myriad of candles...

At the start it is a visual joy, from the centre stalls at least; upstairs the view might not be so good. But it scarcely helps to observe the social niceties of Hofmannstahl's comedy...

Gary Oldman's Octavian, a bullet-headed strapping, far from being "a Young Gentleman of Noble Family" has scarcely an ounce of aristocracy in him...

The real hollow in the centre is Ochs himself. On the evidence of the first of the public performances Robert David MacDonald's

Ochs has no more style than his own translation. He starts with the physical disadvantage of being too old and too slim; thin Ochs has no more credible than caricatured Hofmannstahl recognized as much from the beginning when he complained that a spectre-like Ochs would be "the death of the opera"...

The successes included Katharine Knorr as the Marchioness, who brings a touch of imperial Vienna and in her melancholy monologue on the passing of time at last treats Hofmannstahl seriously. Yolanda Vasquez is a pretty and mettlesome Sophie while Claran Hinds and Johanna Kirby bring a touch of commedia dell'arte to the Italian intrigues.

Mr MacDonald may follow Hofmannstahl's text faithfully but he rarely makes contact with his spirit. Words from the 1980s - "goer", "spat" - lie uneasily with Sheridan-esque references to languishing and the vapours. After the first performance of Der Rosenkavalier at La Scala Hofmannstahl commented sadly that his text had a major defect: its charm and individuality disappeared in translation. And not only at La Scala...

John Higgins

Murderer, Hope of Women King's Theatre

A funny thing happened to Glen Tetley's new ballet on its way to Edinburgh. It lost the score by Schoenberg to which it was meant to be danced, and turned from being a ballet based on Oscar Kokoschka's play Murderer, Hope of Women into a production of the play directed by a choreographer, spoken by dancers and intermittently reinforced by the bangs of a percussionist in the pit...

I dare not try to summarize the plot, firstly because I think Kokoschka hardly had one, secondly because if he did Tetley has made no sense of it, and thirdly because you would hardly believe it if I described what they did and said.

However, the main themes do reveal themselves as blood and lust, neither of them convincingly expressed either in the text or in the production.

Songmakers' Almanac Queen's Hall

Concertgebouw/Haitink Usher Hall

The breadth and strength of musical-making at this year's festival could scarcely be better demonstrated than by Wednesday's two main concerts. At the Queen's Hall, there were three

performers and producers who normally show themselves on a different level from this.

One must not blame the disaster on the dancers. True, they had no skill in speaking their lines; and an appalling mixture of accents made worse by the stylized rhythms that have been inflicted upon them. But there is also the point that, as a playwright, Kokoschka is a pretty good painter. If he were not, nobody would have given a moment's thought to reviving this rubbish.

Grasping desperately in an attempt to find any flotsam from the wreck, all I can get hold of is the self-conscious attempt to shock, with a mixture of crudity, semi-nudity and punk elements which I saw depicted better in a very minor workshop production

singers, a pianist and a narrator; at the Usher Hall the Concertgebouw were at full strength, including four Wagner tubas, by Bruckner's Ninth Symphony. Totally different forces, and yet both produced music of the highest quality while making sure that this year's theme of turn-of-the-century Vienna was never far from mind.

The Queen's Hall programme, devoted to the life and times of Alma Mahler, was never going to be a run-of-the-mill Lied recital of the reverential kind usual at 11 am. It opened with a song not by one of the composers whose faces gaze down from the walls of the key Vienna 1900 exhibition but by Tom Lehrer, "Alma". The body which reaches her embalmers/Certainly knew how to live."

For the next two hours, steered by Janet Suzzman, making what must be an extremely welcome break from *Carducci* at the Ambassador's in London, we followed the course of that body beautiful and

especially his marriage to Gustav Mahler. Graham Johnson, who doubles as a most engaging accompanist, has devised an adroit scenario of quotation and narration with the songs, including a couple of none too distinguished ones by Alma herself, sliding in pat on cue. The mood, marvellously handled by Miss Suzzman, changes from gentle mockery to hot-house Vienna, where Alma can have what and whom she chooses, to total involvement with the death of Alma's first child and then Mahler himself. And, just in case anyone leaves in too melancholy a mood, there is the done with Alma up and away first to Walter Gropius and then to Franz Werfel.

The singers, all right on form, were Anthony Rolfs Johnson, sweet-voiced and sensitive, Richard Jackson, a polished speaker and a sturdy baritone, with Felicity Palmer, whose tones change colour swiftly with the prevailing mood. The Songmakers' Almanac will surely be repeating this unconventional programme, compiled and delivered with such polish and imagination.

At the Usher Hall Alfred Brendel was the soloist and Bernard Haitink the conductor in Beethoven's First Piano Concerto. Brendel too is incapable of being convention-bound. Some of his tempi may be quirky but the view and the playing are ever fresh, flecked with humour and filled with delicacy. He was justly cheered by a capacity house.

The Concertgebouw are among Edinburgh's oldest and most favoured visitors. When they first came in 1948 they brought Bruckner and this year they bring him again. And why not? He displays the Concertgebouw's resplendent brass and Haitink's special skill at sculpting a massive musical structure, which he does without turning to the score. The Scherzo was held back a little so that the Trio could go at whirlwind pace, otherwise there,

by Michael Clark at Riverside Studios last weekend. I also noticed once or twice some movements remembered from Ziggurat. They served as a reminder of the days when Tetley was making real ballets for this company. Probably for the first time in my life, I envied those members of the audience who, free of professional commitment, could leave the theatre as soon as it became clear how things were going.

It is odd that Kokoschka's paintings have ended up making so little contribution to this production, since Ballet Rambert seems to be on a real painterly kick this week. There is Bridget Riley's creation - which I shall be reviewing tomorrow - and this programme began with Robert North's ballet inspired by the paintings of Picasso. I must say that the latter, for all its ingenuity,

really has so little dance interest that it cannot bear repeated viewings. In this context, Christopher Bruce's recent creation *Concerto* alone holds to the company's traditions by trying to make its dramatic points through the relation of dance and music. On seeing it again, I still find the exact nature of that drama confused, but it holds the attention safely and shows that the Rambert dancers, although they cannot act, are still dancers. What a pity that the programme as a whole gave them so little opportunity to do so.

John Percival

GATE BLOOMSBURY... ANOTHER TIME ANOTHER PLACE... The KING of comedy...

John Higgins

Next Week at the National Theatre. 5 September to 10 September. Listings for plays like 'The Rivals', 'You Can't Take It With You', 'The Beggar's Opera'.

Royal Opera House LULU Alban Berg. Conductor: Colin Davis. Cast includes: Karen Armstrong, Brighty Fastbender, Donald Grose, Robert Kay, Richard Leggate, Guy Reynolds, Erik Sedes. SOLD OUT IN 1981 DON'T MISS IT IN 1983!

5th Sept - 15th Oct FEDOR DOSTOEVSKY'S CRIME AND PUNISHMENT. Directed by Yuri Lyubimov USSR. Designed by David Borovsky USSR. Lyric Hammersmith 01-741 2311

THE TIMES 1000 1982/1983 The World's Top Companies...

MARKET REPORT by Michael Clark

Equity rally tails off

ACCOUNT DAYS: Dealings began, Aug 15. Dealings end, Today. Closing Day, Sept 6. Settlement Day, Sept 12.

The equity market decided to take its cue from the 20-point overnight rise on Wall Street...

But as the day wore on the rally showed signs of running out of steam and by the close a near 6 point lead on the FT Index had been cut to only 1.2 at 708.6 by the close.

It appears British investors are taking American hopes of a cut in their interest rates with a pinch of salt - a point reinforced by Wall Street's failure to resume its advance when dealings resumed yesterday.

With just one day of the long three week account left to run investors were in no mood to chase prices higher in London.

Only government securities managed to hold on to their early gains ending the session with rises of up to 50p at the longer end of the market as the pound rose back above the \$1.50 level on the foreign exchange. It ended the day 0.8 cents higher at \$1.5025.

Tate & Lyle's £43m rights issue had little effect on sentiment with the shares putting up a good performance closing only 4p lower at 356p. But BP's interim proved disappointing and after a

quick slip to 440p closed unchanged at 436p. Most blue chips ended well below their best levels of the day.

Associated Dairies rose 2p to 166p, after 140p, still reflecting recent figures, while BOC Group lost 2p to 217p, after 220p, and

Shares of Phoenix Properties & Finance added 1p to 39p yesterday with dealers reporting heavy activity on the options market.

The group is apparently eagerly awaiting the findings of its appeal to proceed with a leading property development near Gatwick which analysts estimate could be worth about £13m. The group currently boasts assets of only 23p a share.

Courtaulds a similar amount at 99p, after 102p. The insurance companies were a weak market after Wednesday's report in The Times of a price unrealistic motor premium of one year's Generali Royal Exchange, which reported on Wednesday, lost 19p to 48p, General

Accident 3p to 338p, Eagle Star 8p to 453p, Royal Insurance 7p to 506p and Phoenix Assurance 4p to 316p.

Stall bolstered by hopes of a sell-off of its Unipart subsidiary shares of BL Limited continued to scale new heights adding 5p to 78p.

Bid speculation was again good for another 6p on Inter-City Investments at 81p. Recently Wearwell, the East London textile group controlled by Mr Asil Nadir, the Turkish entrepreneur, bought more than 30 per cent of the shares, despite earlier denials from Mr Nadir that he had any interest in the company.

Among builders Costain Group were a firm feature climbing 8p to 220p ahead of figures out shortly, but Barratt Developments lost 4p to 212p, after 210p, still awaiting the findings of the inquiry into timber-framed houses. Rediffusion's success in sharing in a contract to supply the Government with flight simulators worth

£30m was good news for BET, up 5p to 248p. Earlier this year BET bid for the minority of Rediffusion.

Shares of Barona Tea rose 12p to 125p after announcing the group had received an approach that might lead to an offer for the whole of the issue share capital of

the company. The Anglo-Indonesian Corporation owns about 20 per cent of the equity with the British-Borneo Petroleum Syndicate holding a further 14 per cent.

But the biggest shareholder is James Finlay with just under 30 per cent of the shares. At this level the group, which operates tea estates in Bangladesh, is worth £1.8m.

As expected Tongaat-Hulett is bidding for the outstanding 26.9 per cent of Tongaat Corogroup it does not own. The terms are expected to be announced today. Shares of Tongaat Corogroup were suspended at a year's high of 433p on Tuesday after Hulett made its minority bid for the South African clay brick maker. At the close of business last night Hulett was unchanged at 535p.

Finance for the West had reduced its stake in Exploration from £28,000 to £23,000 representing 6.86 per cent of the equity. Exploration's biggest shareholder is the El Oro Mining Shares of British Aerospace celebrated the signing of the Alarm missile deal with the Government with a 3p rise to 180p before closing unchanged at 177p. The deal is thought to be worth £300m and won in the face of stiff opposition from the United States.

Table of BRITISH FUNDS with columns for Name, Price, and % Change.

Table of MEDIAN FUNDS with columns for Name, Price, and % Change.

Table of COMMONWEALTH AND FOREIGN with columns for Name, Price, and % Change.

Table of LOCAL AUTHORITIES with columns for Name, Price, and % Change.

Table of BANKS AND DISCOUNTS with columns for Name, Price, and % Change.

Table of BREWERIES AND DISTILLERIES with columns for Name, Price, and % Change.

Table of COMMERCIAL AND INDUSTRIAL with columns for Name, Price, and % Change.

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Financial Truets, Insurance, and other market data.

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Investment and Finance

City Editor Anthony Hilton

THE TIMES

City Office 200 Gray's Inn Road London WC1X 9EZ Telephone 01-637 1234

STOCK EXCHANGES

FT Index 708.6 up 1.2 FT GITS 79.51 up 0.18 FT AH Shares 451.35 up 0.99 (Datastream estimate) Bargains: 20,546 Datastream USM Leaders Index 100.26 up 0.52 New York Dow Jones Average (latest) 1212.91 down 3.25 Tokyo: Nikkei Dow Jones Index 9,228.35 up 38.92 Hongkong: Hang Seng Index 855.24 down 10.70 Amsterdam 149.9 up 0.5 Sydney: AO Index 706.5 up 5.2 Frankfurt Commerzbank Index 926.80 up 12.70 Brussels: General Index 132.20 down 0.23 Paris: CAC Index 134.5 down 0.2 Zurich: SKA General 297.3 up 2.7

CURRENCIES

LONDON CLOSE Sterling \$1.4990 1/2 cent Index 85.5 up 0.3 DM 4.0425 up 0.01 Yen 12.1550 up 0.0425 Fr 370 up 2.0 Dollar Index 129.4 down 0.1 DM 2.6940

NEW YORK LATEST Sterling \$1.4975 Dollar DM 2.6965 INTERNATIONAL EQUITIES SDR20.69531

INTEREST RATES

Domestic rates: Bank base rate 9% Finance houses base rate 10 Discount market loans fixed 9% 3 month interbank 9 1/8 - 9 1/4 Euro-currency rates: 3 month dollar 10 1/8 - 10 1/4 3 month DM 5 1/4 - 5 1/4 3 month Fr 15 1/4 - 15 US rates: Bank prime rate 11.00 Fed funds 9% Treasury long bond 100% - 100 1/2%

ECGD Fixed Rate Sterling Export Finance Scheme IV Average reference rate for interest period July 6 to August 2, 1983 inclusive: 9.989 per cent.

GOLD

London fixed (per ounce): am \$41.80 pm \$416.80 close \$416.25-417 (\$277.50-278) up \$2 New York latest \$416.60 Krugermint (per coin): \$429-430.50 (\$288-287) Sovereigns (new): \$98.99 (\$65.75-66) *Excludes VAT

TODAY

Interims: Aga, Alexanders Higgs, Church and Co., Hamilton Oil Great Britain, Mettlerware Int., Westwood Daines. Finals: Consolidated Plantations, Whitworth Electric. Economic Statistics: Car and commercial vehicle production (July - final), Unemployment and unfilled vacancies (August - Prov), Housing starts and completions (July), House renovations (second quarter), United Kingdom official reserves (August), Capital issues and redemptions (during the month of August).

ANNUAL MEETINGS

Bridgend Processes, Congaugh Rooms, Great Queen Street, WC2 (11.00), Cable & Wireless, Savoy Hotel, Strand, WC2 (noon), Caledonian Industries, Browns Hotel, Dover Street, W1 (noon), Hallas Group, Windsor House, Southmoor Road, Wythenshawe, Manchester (11.00), Shaw Carpets, Post House, Osselt, Nr. Wakefield, (noon), Stroud Riley Drummond, Bankfield Hotel, Bingley (11.30)

Meaney takes top Rank job

The Rank Organisation completed the formation of its new board of directors yesterday with the appointment of Sir Patrick Meaney as chairman. He was formerly chairman of Thomas Tilling, which was recently taken over by BTR. The current chairman, Mr Russell Evans, will step down from his £73,000-a-year job in November. His three-year service contract will be honoured, Rank said yesterday. Lucas Aerospace which lost a fiercely-fought contest to build a new anti-radar missile for the RAF, has been awarded a multi-million contract to build parts for its successful rival.

Redundancies part of new chairman's strategic plan More job losses and yard closures warning at British Shipbuilders

By Edward Teasdale Industrial Correspondent A new long-term plan for the future of crisis-torn British Shipbuilders will be presented to the Government before Christmas, Mr J. Graham Day revealed yesterday as he took over as chairman of the state industry. He warned, however, that the redundancy programme, involving 9,000 job losses, would continue, and that yard closures could not be ruled out. Mr Day, a 50-year-old Canadian and former barrister, also called for a new attitude among workers - "from the managing director to the tea lady" - and much improved efficiency and productivity in the yards. Without changing attitudes, "no amount of Government help or market revival will shield us from the cold blast," he said. Mr Day was one of three nationalized industry chairmen who formally assumed their roles yesterday. Mr Robert Haslam, former deputy chairman of ICI and still chairman of Tate and Lyle, took over at British Steel from Mr Ian MacGregor who moved over to the National Coal Board in place of Sir Norman Siddall.



Mr Graham Day (left), the new British Shipbuilders' chief, with fellow nationalized industry chairmen Mr Ian MacGregor (top right) and Mr Robert Haslam.

The latter totalled £128m last year and while there would be less this year, said Mr Day, there was no chance of breaking even. Sir Robert Atkinson, Mr Day's predecessor, failed to win wholehearted support from Mr Lamont for a £200m emergency package of measures to tide over the industry until orders improve. The Minister promised only that he would study requests for assistance on a case-by-case basis.

he hinted that there could be considerable room for manoeuvre on negotiation of local-level incentive schemes, improvements in pay had to be made from greater efficiency, he insisted. Mr Day, one of the youngest and - at £300 a year plus a performance-related bonus - the highest paid nationalized industry chairmen, was careful yesterday not to be drawn too deeply into the privatization controversy although he warned that if warship design capability was put into private hands, the BS shipyards would have to pay more. "The main issue is the market for merchant vessels. My attention will be focused on that and the return of the warship builders to the private sector I don't see as an issue. I see myself as an experienced professional manager not particularly hung up on an ideological ideology." Mr Day, who was chief executive of the BS organizing committee in 1975 but left amid delays in the nationalization legislation, said: "I was not content with a number of years in the 1970s but I think if some of the market realities had been perceived then, we would be in a more solid position today." He added that he agreed with Cecil Parkinson, the Secretary of State for Trade and Industry, at political and social considerations are for the government and I am hired as a commercial manager to make commercial decisions." Since 1979, the UK flag merchant fleet has halved and BS has faced a world slump aggravated by a major price-cutting by the South Koreans which has led to British prices being as much as 35 per cent higher. Idle assets, page 15

Lloyd's record profit fails to allay fears

By Andrew Cornallan Sir Peter Green, chairman of the Lloyd's of London insurance market, yesterday appealed for a return to sanity in world insurance markets, after reporting that more than 80 per cent of Lloyd's profits are coming from investment income and capital gains, rather than pure underwriting. Giving details of record overall profits of £264m for 1982, the last completed trading period, Sir Peter said that the figures are "a most pessimistic point of view, a cause of some concern." Lloyd's keeps its accounts open for three years to assess its liabilities more accurately. He said it is a sobering thought that pure underwriting profit in 1980 amounted for only £22m, or 8.25 per cent of the overall profit and did not cover management expenses.

£43m cash call at Tate & Lyle

By Michael Priest Tate & Lyle, the sugar refining and sweetener group, became the latest company to seek funds from shareholders when it made a one for four rights issue yesterday to raise £43m. The issue price is 310p, and yesterday the shares fell by 4p to 356p. The issue, which will bring Tate £43m after expenses, increases the total raised by rights issues so far this year to £3,225m compared with £3,018m for the whole of 1982. Tate shareholders were told that pretax profits for the year to October 1 should be around £55m, some £15m more than in the previous year. The issue's attractiveness was further increased by the likelihood of the dividend

£1,350m boost for UK trade surplus

By Frances Williams, Economics Correspondent Britain's surplus on overseas trade in goods and services last year was £1,350m higher than first thought, according to the Government's balance of payments Pink Book published yesterday. It shows that last year the country ran a balance of payments current account surplus of £5,428m, compared with an estimate of £4,078m published a week ago. The record 1981 surplus has also been revised upwards from £6,005m to £6,547m. The revisions stem almost entirely from new estimates of invisible earnings from services such as banking, insurance, shipping and tourism. These have bumped up the invisible surplus

City Editor's Comment Now the invisibles come to light

The revelation yesterday that Britain last year ran a surplus on her international balance of payment nearly £1,500m higher than previously suggested serves as a pointed reminder of the pitfalls that lie in wait for the unwary, by they policy maker or speculator, who dare to put their trust in official statistics. Instead of a current account surplus of £4,081m shown by the most recent trade figures only a week ago, the balance of payments "Pink Book" reveals a 1982 surplus of £5,428m. This, we are told, results from the discovery of £1,456m of extra invisible earnings, mostly income on investments abroad, due to "later and more complete information". The record surplus in 1981, initially put at just over £6,000m, has by the same token, also been revised up to £6,547.

These revisions are not simply of historical interest. They imply that the trade statistics for this year too are seriously understating Britain's performance provided by the City, shipping, tourism and the like - and thus giving an excessively gloomy picture of what is happening to our external balance. According to the Whitehall statisticians, the invisibles balance has been running in the black to the tune of around £250m a month so far this year, reflecting a sizable improvement on the £150m a month initially estimated for last year. In fact, we now know the true figure in 1982 was £275m a month. If, as forecasts from the Committee on Invisible Exports suggest, invisible earnings are indeed set for a substantial increase this year, big upward revisions for 1983 are in prospect. The first of these will come with the second quarter's balance of pay-

BPCC plan for Odhams site in doubt

By Our Financial Staff British Printing & Communication Corporation's £20m deal to redevelop the former Odhams printing plant in Watford for retail use was thrown into confusion last night when Watford Council said that it is unlikely to grant planning permission. A spokesman for the council said that the plan to build a J Sainsbury hypermarket on the 20-acre Odhams site is clearly contrary to the district and county plan. "Our council has been dead set against out-of-town centre hypermarkets because of the detrimental effect on the town centre," the spokesman said. The council statement followed criticism of the Odhams deal by Kleinwort Benson, the merchant bank adviser to John Waddington in its attempt to find off an £18m takeover bid by BPCC.

Hawley bid for Cope shares

By Our Financial Staff Mr Michael Ashcroft's Hawley Group had made an unusual tender offer for shares in Cope Alkman International to take its stake up to a strategic 29.99 per cent. The offer comes just a few months after Cope successfully fought off a consortium bid. On Wednesday Hawley acquired the 7.65 per cent shareholding in Cope held by Hollis Bros and ESA at 72 1/2p per share. This deal took the Hawley stake up to more than 20 per cent. A further 13.6 per cent in Cope is held by Mr David Wickins of the British Car Auction Group and if he does not accept the offer, Hawley and BCA will control 44 per cent of the shares. The Takeover Panel says it has been given firm assurances that they are not acting together.

Flurry of buying lifts dollar

By Peter Wilson-Smith Banking Correspondent Reports that the Soviet Union had shot down a South Korean airliner ironically led to a flurry of dollar buying yesterday afternoon, revitalizing the US currency which had been flagging on profitability. Indications that the US economic growth may begin to slow earlier and more than outweighed the continuing concern about US money supply growth putting pressure on interest rates. The bout of dollar buying after reports of the airliner incident stemmed mainly from New York but was not sustained. After recovering to DM2.6970, against the Deutschmark the dollar eased and it closed in London at DM2.6940 - a fall of nearly 1p from the day before. Starting climbed back through \$1.50 to the dollar at one stage, but ended the day 1/2 cent up at \$1.4990. It was also firmer against continental currencies and its trade-weighted value rose 0.3 to 85.5. The pound was 1 penny firmer against the Deutschmark at DM4.0425. The markets are still worried that US money supply growth in the next few weeks will push M1 further outside the Federal Reserve's targets. A warning that rapid money growth will lead to accelerating inflation was given by Mr Milton Friedman, the Wall Street guru, in yesterday's Wall Street Journal.

BP profits pave the way for sale

By David Young, Energy Correspondent A decision to sell-off a further £500m worth of the government's holding in BP could be announced when Mrs Thatcher opens the new BP Magnus oilfield on September 14. BP, which yesterday announced increased second quarter profits on £219m compared with £74m the previous quarter, said that a prospectus for the sale of a further seven per cent of the Government holdings is ready for publication. The sale would raise £500m for the Exchequer. An earlier sale - by the Labour Government - raised £564m and the sale of a second tranche of the Government holding by Sir Geoffrey Howe, when he was Chancellor, raised £290m. Yesterday's figures indicate that there would be a scramble for the shares in the City. Production is already on target in the Magnus field and the Forties field is back in full production after an explosion and fire early last month. BP Chemicals has trimmed its losses. BP Minerals losses were cut by £4m to £2m; BP Coal broke even and BP Nutrition increased its profits from £6m to £8m. The company has economized on staffing and operating costs and its shipping fleet has been cut by a third. Refinery capacity throughout Europe has been reduced and a review of refining capacity is continuing with further closures and job losses not yet ruled-out. Investors' notebook page 14

Dow halts shap slide

New York (AP-Dow Jones) - Stocks recovered rapidly from a sharp slide yesterday after reports that a Korean airliner had been shot down by a Soviet fighter. The Dow Jones Industrial average was higher than two points. It fell more than seven during the morning session. Advancing issues gained to a 5-to-4 lead over declines. The trading pace had slowed from the early hour. Mr Henry Laubscher, Paine Webber, market analyst said: "The market acts better than anticipated considering the news about the jetliner being shot down. But gold was not carried

James Capel comes first in 'hit-or-miss' annual ritual Top spot unchanged in analysts survey

By Derek Paine The agony is over. Today, after all the lobbying and hunching and, of course, volumes of research of the City's growing army of analysts know just how they have fared in that yearly ritual, the Continental Illinois survey. For 10 years the American bank's survey has been the one all-embracing guide to an analyst's standing. And although the men and women who spend their time studying companies and industries say they do not like being put under the microscope, there is no doubt that the Continental Illinois exercise is a serious weapon when it comes to pay bargaining and head hunting. But the hit or miss nature of the survey - find managers provide information for the ratings - has been criticized. Commentators add to the doubt by pointing out that only three institutions have replied each year since the survey was launched. A total of 199 managers representing about half the firms managed in London replied this year. The bank said: "We are pleased that our sample has a great deal of validity and is a reasonable one." The stockbroker James Capel and Springwood Kemp-Gee (Phillips and Drew) were most surprising result is that Mr Colin Mitchell (Buckmaster and Moore) has after nine years lost the top spot among the best analysts. Mr Mitchell is on

ANALYSTS RANKINGS table with columns for 1983, 1982, 1981 and rows for James Capel, Springwood Kemp-Gee, Phillips & Drew, Wood Mackenzie, Lang & Crutchank, W. Greenwood, De Zotta & Swan, Simon & Coates, Savory Mill, Hoare Govett.

Cut-price coal for CEBG

By Our Financial Staff The CEBG and NCB have also agreed that after 1985 there will be no guaranteed minimum uptake of coal, although the CEBG will use "its best endeavours" to continue to take up to 95 per cent of its coal from the NCB. Of the 70 million tonnes to be bought in the coming year, five per cent will be at the price related to world market prices. Both the NCB and the CEBG are satisfied with the new agreement, which comes before talks and is seen as giving the new NCB chairman, Mr Ian MacGregor, a strong bargaining counter in his first negotiations with the National Union of Mineworkers.

Advertisement for Good Relations Group plc, including share capital information, authorized share £600,000, ordinary shares 505,841, and application details.

Reliable Cadbury unwraps 9% rise

Cadbury Schweppes Half-year to 30.6.83 Pretax profit £33.5m (£30.7m) Stated earnings 6.49p (6.0p) Turnover £762.7m (£656.5m) Net interim dividend 1.50p (1.40p) Share price 105p Dividend payable 24.10.83

Table with 2 columns: Company Name, Rights Issues in August (m). Includes Evode Group, Unitech, Aurora Holdings, Group Lotus, Dicksons Group, Parkdale Holdings, Steinhilber Group, Chambrlain Phipps, Midland Bank, Cambrian & General Securities, Fleming American Investment, Nesco Investment, Tate & Lyle (September).

British Petroleum

British Petroleum Half-year to 30.6.1983. Net income £484m (£251m). Stated earnings 18.1p (13.8p). Turnover £15,529m (£14,218m). Net interim dividend 4.8p (4.8p). Share price 438p. Yield 4.8%. Dividend payable 17-11-83.

Although currency facts have magnified the apparent improvement, oil trading on the underlying replacement basis improved from a £13m loss in the first quarter to a £123m profit in the second quarter. The Opec and British markets both offered improvements after the horror stories of the last two years, although this was partially offset by the profit contraction of the French product-pricing control system. Chemical losses continue, but at a reduced level.

Perhaps equally significant is the fact that, after spending much of last year wholly dependent on Sohio for its profitability, the rest of the BP group is beginning to make some sort of return again. In the last nine months reported figures, BP has made a net profit of £287m, while Sohio has turned in £470m. In the first nine months of last year, by contrast, BP lost £97m, while Sohio produced £441m.

There are signs that capital spending has been controlled to help generate extra cash-flow. Spending other than on Sohio was £704m in the first half, whereas two years ago the then chairman, Sir David Steel, was talking of expenditure of £2,000m a year.

The company, no doubt mindful of these taunts a while back about its lack of cash-flow outside North America, made a point yesterday of saying BP had a cash surplus of £290m in the first half and as a group repaid nearly £650m of outstanding debt. The company is on course for replacement-cost full-year profits of £900m plus, with the added spice of the Chinese and Alaskan exploration wells this autumn to keep investors happy if the sale comes in the next few weeks.

Cambridge Electronic

Cambridge Electronic Industries Half-year to 30.6.83 Pretax profit £3.95m (£3.12m) Stated earnings 7.1p (5.5p) Turnover £50.1m (£48.7m) Net interim dividend 1.5p (1.5p) Share price 283p Yield 2.8 Dividend payable

One of the troubles with being a high flyer is that any apparent drop in altitude can cause alarm. And so it was yesterday with Cambridge Electronic Industries, the group carved out of Philips two years ago. On hearing that interim pretax profits have risen by a mere 27 per cent to £3.95m the market promptly marked the shares down 10p to 263p.

There is no doubt that for those expecting a huge advance from last year's full pretax profits of £7.5m this first six months looks disappointing. But the underlying position remains sound. The order book is running at about 8 per cent above that of last year, and the balance sheet is healthy despite the extra turnover - up from £39.7m to £50m - absorbing more working capital and the oddity that, with a positive net cash position, falling interest rates result in lower turnover. Nevertheless, there is no doubt Cambridge Electronic is

feeling the competitive pinch. Prices were raised by only about 4 per cent across the board. And turnover excluding Elec-Trol was up by 18 per cent. The jump from operating profits of £296,000 to £645,000 in specialist engineering owed a lot and defence profits were more or less static at £1m. Electronic and electrical components rose from £1.53m to £2.26m.

Tate & Lyle

Tate & Lyle's £43m rights issue is the latest in the apparently relentless stream of money raising. Shareholders have been asked in the first eight months of this year to dig into their pockets for £3,255m, compared with £3,018m for the whole of last year. On top of that, Unlisted Securities Market issues have amounted to £140m, against £119m.

Whatever doubts analysts may have entertained about the equity boom, shareholders have clearly felt otherwise. And the ability of investors - whether institutional or private - to find the cash reflects interestingly on the periodic scares about liquidity shortages. It was not difficult, therefore, for Tate & Lyle to get its timing right. Tate clearly has attractions, however. The forecast of £55m pretax for the year, some £15m more than last year, is possible quite simply because the business is in the best condition for six or seven years. Tate's management has achieved one of the most credible restructurings the depression has seen in this country. After spending about £40m on modernizing the British cane refining, still the historic heart of the business, and making as much as £70m gross from disposals. Tate has achieved significant improvements in productivity.

Computer link for research

Paris (AFP) - Three leading European computer groups, the French Bull Company, British ICL and West German Siemens, have linked, to set up a joint research centre, the Bull Company said yesterday.

The centre, due to begin work early next year, will research in the field of artificial intelligence which should enable computers to participate in decision making with the help of non-americal information.

The three companies will carry out long-term research with a view to products for manufacture in about 1990 or 1995, but this will not result in the manufacture of joint equipment.

The centre is to be sited in South Bavaria in Germany, and results of the research will belong to the three companies which will be free to exploit the findings.

The three companies will continue with their own independent research programmes.

Charterhouse profit increases by 18.5%

By Peter Wilson-Smith, Banking Correspondent

Charterhouse Group, the investment and merchant banking company, has pushed up half-year profits by 18.5 per cent to £11.6m before tax on the back of a strong performance from its development capital division.

Development capital benefited from further realizations in the United States where Charterhouse sold more shares in two successful investments, Dreyer Grand Ice Cream and Peco Pharmaceutical Services.

Combined with a good result in the United Kingdom, France and Canada, this division improved profits before interest from £4.23m to £9.38m in the six months to June 30.

The merchant bank also reported higher profits after transfers to secret reserves - up from £2.62m to £3.10m. Banking and development capital between them more than made up for a flat performance from the rest of the group and the absence of profits from Charterhouse Petroleum where the group's stake has been further reduced from 19.5 to 12.5 per cent.

COMMODITIES

Table of commodity prices including LONDON COMMODITY PRICES, LONDON METAL EXCHANGE, and LONDON INTERNATIONAL FINANCIAL FUTURE MARKET. Lists various commodities like coffee, copper, oil, and wheat with their respective prices and market status.

Cadbury Schweppes p.l.c.

"I am confident that in 1983 the Company will show real and consistent progress"

Interim Results for 24 weeks ended 18th June 1983

Table showing interim results for 24 weeks ended 18th June 1983. Columns: Half Year 1983, Half Year 1982, Year 1982. Rows: GROUP SALES (United Kingdom, Europe, America, Australia, Other Overseas), GROUP TRADING PROFIT, Interest payable less investment income, GROUP PROFIT BEFORE TAXATION, Profit attributable to minority interests, Profit retained, Earnings per ordinary share of 25p.

Notes: (1) Overseas currencies are translated at middle market rates at 18th June 1983. (2) The analysis between regions has been revised to reflect the contribution to central costs made by overseas companies. (3) The accounts for the year 1982 set out above are abridged. Full accounts for that year, on which the auditors of the Company made an unqualified report, have been delivered to the Registrar of Companies.

Statement by Sir Adrian Cadbury, Chairman

Against the comparable period of 1982, sales in the first half of 1983 increased by 16.2% based on growth in all Regions. Group profit before taxation at £33.5m was 9.1% above the 1982 figure. Trading profit increased by 18.7% to £42.5m showing an overall improvement in margins with a well-based recovery in the UK from 5.7% of sales in 1982 to 5.9% this year. The Tea & Foods Division led this recovery and achieved excellent results in a difficult market. The improved margins in the U.K. were attained by continuing cost reductions arising from increasingly effective implementation of the Region's investment programme and its drive for higher productivity. In consequence, trading profit in the home market was 9.6% up on 1982.



trading profit by 27%. The European Region held its trading profit - with good returns from recent acquisitions in France and Spain and continuing investment in the development of the German market. During the first half year the Group continued its investment in improving operating efficiencies and in effective selling and marketing. Although increasing the future cash flow involves a short term increase in borrowings, the Group's investment priorities are kept under careful review, while maintaining the policy of investment in the long term strength of the business.

Whilst, as always, the final outcome for the year will depend on sales in the important last quarter, I am confident that in 1983 the Company will show real and consistent progress.

As I informed the last Annual General Meeting, the Deputy Chairman and Chief Executive, Mr. Basil Collins, comes to retirement at the end of this year. He will be succeeded as Deputy Chairman by Mr. Robert Henderson and as Chief Executive by Mr. Dominic Cadbury. The handover will take place as planned between now and the end of the year thus ensuring the uninterrupted growth of the business in 1984.

Adrian Cadbury

Copies of the above Statement will be sent to all Shareholders and further copies are available from the Secretary. Cadbury Schweppes p.l.c., Leonfield House, Curzon Street, London W1Y 7FB

COMPANY NEWS IN BRIEF

East of Scotland Onshore Year to 31.5.83 Pretax profit £433,000 (£419,000) Stated earnings 2.43p (£2.32p) Net dividend 2p (1.85p)

Cattle's Holdings Half-year to 30.6.83 Pretax profit £922,000 (£807,000) Turnover £35.4m (£34.7m) Net interim dividend 7 per cent (4.8 per cent)

Arrow Chemical Holdings Half-year to 17.6.83 Pretax profit £186,000 (£133,000) Turnover £3.2m (£3m) Net interim dividend 0.5p

British Vending Industries Half-year to 30.6.83 Pretax profit £155,000 (£162,000) Stated earnings 1.1p (0.97p) Turnover £9.6m (£9.5m) Net interim dividend 0.35p (same)

J. and J. Makin Paper Mills Year to 31.3.83 Pretax profit £954,000 (£841,000) Stated earnings 30.2p (18.6p) Turnover £19.8m (£18.5m) Net dividend 5p (same)

Continental Microwave (Holdings) Half-year to 30.6.83 Pretax profit £407,000 (£331,000) Stated earnings 35.5p (33.37p) Turnover £3.8m (£2.7m) Net interim dividend 5p (7p)

Fleming Cleverhouse Half-year to 30.6.83 Pretax profit £510,000 Stated earnings 3.62p

Noble & Lund Half-year to 30.6.83 Pretax loss £273,000 (profit £30,000) Loss per share 4.79p (profit 0.34p) Turnover £29,900 (£26,000) Net interim dividend 10p (17.5p) Share price 19p up 1p Yield 2.6%

Micro Business Systems Half-year to 30.6.83 Pretax profit £814,000 (£353,000) Stated earnings 12.5p (6.7p) Turnover £8.8 (£2.7m) Net interim dividend 1p (nil)

Morgan Crucible Half-year to 31.7.83 Pretax profit £4.3m (£4.4m) Stated earnings 4.7p (5.5p) Turnover £78.8m (£76.3m) Net interim dividend 3.5p (same)

Marsh & McLennan - The company said that its Fireman's Fund insurance offshoot has completed the sale of Crusader Insurance to Cigna Corporation. Crusader was 75 per cent owned by Marsh, with the rest owned by Marsh, with the rest owned by a subsidiary of American Express.

Kraft Productions - Formal details of the issue of 1.47m new ordinary shares to a consortium have been published. The consortium has a number of acquisitions under consideration, including a specialist furniture manufacturer and retailer. The company is also looking at the possibility of acquiring investment properties owned by members of the consortium.

Base Lending Rates

Table of base lending rates for various banks: LBN Bank, Barclays, CCI, Citibank Savings, Consolidated Crds, Co-operative, Lloyds Bank, Midland Bank, Nat Westminster, TSB, Williams & Glyn's.

Charterhouse Interim Report 1983. Results: Group profit before tax and extraordinary items at £11.6 million showed an increase of 18.5 per cent over the profit for the comparable period of the previous year. Development capital activities performed well with particularly good results in the United States. The results of the manufacturing and services subsidiaries were slightly lower though some companies turned in improved figures. The bank, Charterhouse Japhet, was able to increase its disclosed profit (after transfer to inner reserve) to £3.1 million. On 21st June 1983 the group sold part of its holding in Charterhouse Petroleum thus reducing its equity shareholding from 19.5 per cent to 12.5 per cent. The profit on this sale, less the tax attributable thereto, has been dealt with as an extraordinary item. Prospects: Many of the group's operating activities are continuing to do well and the Board expects that the results for the full year will at least match those for 1982. Dividend: The directors have declared an interim dividend of 2.025 pence (1982 - 1.925 pence) per fully paid ordinary share, a 5.19 per cent increase over the previous year. This will amount to £3.374 million (1982 - £3.191 million) and will be paid on 3rd November 1983 to shareholders on the register on 6th October 1983.

The Charterhouse Group plc 25 Milk Street, London EC2V 8JE Telephone 01-606 7070

Handwritten note in Arabic script: مکتبہ اسلامیہ

The last in our series of victims of the recession - 3: Andrew Cornelius looks at shipping

Idle assets - tale of a stricken industry

The news that the number of ships lying idle in June fell for the first time in two years led to considerable excitement in the industry. Immediately the figures for world idle tonnage were released, the General Council of British Shipping, which speaks for British Shipowners, was inundated with calls demanding to know whether the recession, which has decimated the world shipping industries was at last coming to an end.

Charter rates are at rock-bottom

council and the rest of the industry are looking for more sustained evidence that the deepest and severest recession to hit the shipping industry is over.

An analysis of world shipping fleets makes grim reading. Charter rates are at rock-bottom, and the lay-up and scrapping figures are at near peak levels.

At the same time, the cost of hiring a ship has been falling. The tramp trip charter index (1976=100), which measures single voyage rates by general cargo carriers, shows that rates have fallen to 1977 levels, despite rising costs. In July, the index stood at 89, a drop of 22 points on the previous month, and that compares with a peak of 275 in April, 1980.

A dramatic increase in maritime fraud

The figure could be doubled to \$35,000m if ships on order are taken into account.

Traveller House. A vital part of the P & O defence against the bid has been that the group has successfully diversified into new - and more profitable - businesses such as construction and property.

The bid is now before the Monopolies Commission, but it highlights the feeling among shipping analysts that from an investment point of view the most attractive "shipping" sector is the non-shipping element.

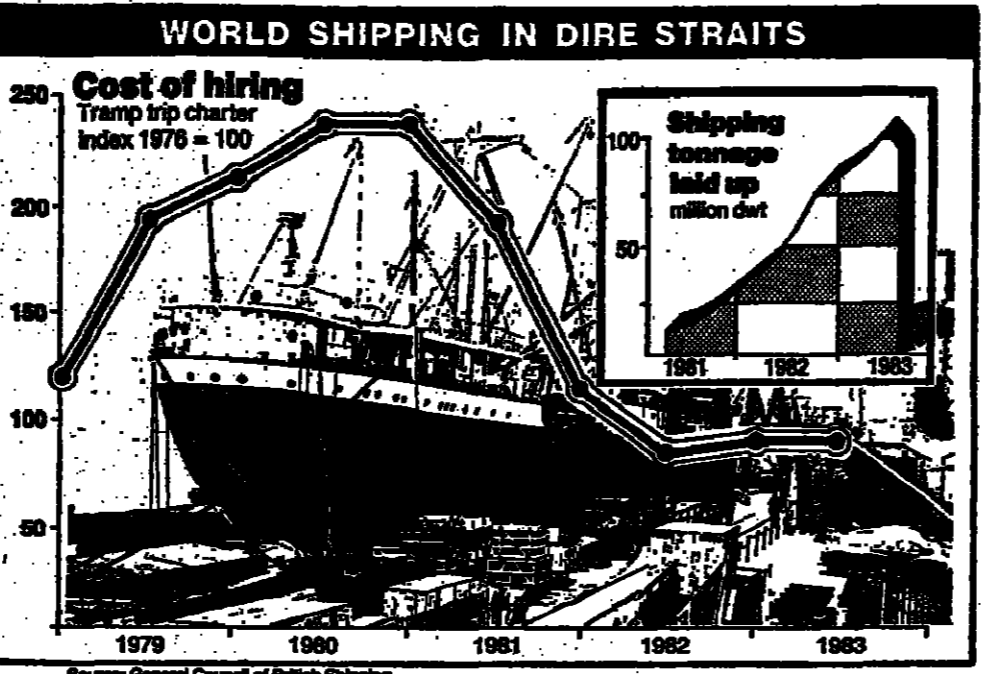
British & Commonwealth and Ocean Transport and Trading, the two other leading publicly quoted British shipping groups, have also reacted to move out of shipping and into growth areas.

The problems have been equally severe for shipping lines in Greece, the Far East and the US. One of the early victims of the recession was the Canadian-based East North Atlantic Operation, which had to be bailed out by banks and other shareholders to the extent of about \$200m.

Lauro Line, of Italy, went into receivership last year, while Greek owners are sending themselves short of money, either optimistically buying cheap second-hand tonnage with no sign of an upturn in trade.

A further problem resulting from the crisis in the industry is a dramatic increase in maritime fraud, with losses last year estimated at £1,000m, in an attempt to counter the rising tide of fraud, the International Chamber of Commerce set up the International Maritime Bureau in London to collate intelligence.

Oil trading patterns have changed



account for 60 per cent of British shipbuilding tonnage, have also been hit by the changing pattern of oil trading in the 1980s.

With North Sea oil production running at peak levels and more oil being produced in Mexico and Alaska, oil trading routes to the West Coast of North America have shortened considerably, with a consequent reduction in demand. In addition, demand for oil has been hit by the downturn in sales to Western economies and increasing emphasis on oil conservation and substitution.

Problems began to emerge in the world shipping industry with the onset of recession in 1979. Mr Tooke says that the world recession is the one factor which applies to all sectors of the shipping industry: tankers, dry cargo ships, and the liner trade.

The industry has also suffered from over-optimism on the part of shipowners about the likely upturn in trade. Heavy ordering of new ships, which began in the 1970s, has continued through to today as operators are enticed by the knockdown shipbuilding deals offered by governments desperate to maintain their shipbuilding industries.

The Polish shipbuilding deal sanctioned by the last Labour Government is dubbed "a sad thing for shipping" by Mr Tooke and his colleagues at the GCBS. This competitive "action" by governments to build ships at enormous subsidies has merely aggravated the problems caused by overcapacity.

Linier trades have been hit by a fierce price war which has been heightened by subsidized competition from eastern block fleets, including the Russians and Poles.

Libya, Zaire, Panama and even the US are billed as culprits by the GCBS, which wants action from the Government to keep the shipping lanes open for all-comers.

But even these issues, which are of paramount importance to the British shipping industry, pale into insignificance compared with the crisis of too many ships chasing too little capacity, which has ravaged world shipping companies. And until it is overcome, ship operators will continue to sweat over the anticipated upturn in world economies and merely dream of a return to the boom years.

APPOINTMENTS

Board of MEPC names chairman

MEPC: Sir Gerald Thorley intends to retire as chairman of the company after the annual meeting on January 25. He is to be succeeded by Mr Robin Adam. Mr Adam has been a non-executive director. He is at present deputy chairman and managing director of British Petroleum, but will retire from the company on December 9. He is also a director of General Accident Fire & Life Assurance Corporation.



Robin Adam: January 25 is starting date.

Barclays Bank: Mr Ron Dawes, formerly assistant general manager, marketing department, has become a local director of the London Southern district of Barclays Bank. Mr Dawes is succeeded by Mr Antony Hunter, who was previously a local director in the bank's Oxford district.

CABLE AND WIRELESS: WHERE WE ARE AND WHERE WE'RE GOING.

Cable and Wireless is a major international telecommunications group. It has been a leading force in global telecommunications ever since 1929, when the organisation was formed by the merger of companies that had pioneered submarine telegraph cable and wireless communication. It is the group's fundamental, strategic objective to continue to be one of the world's leading telecommunications operators.

The year to March 1983 resulted in substantial growth, with turnover up 15% to £403 million, pre-tax profit up 76% to £157 million and earnings per share more than doubled to 36.2p.

Today, Cable and Wireless operates the public telecommunications services of 29 separate countries and territories under individual franchise agreements. It owns and operates a fleet of five cables for laying and maintaining submarine cables. And it provides and manages communications systems and services, including telecommunications consultancy, in more than 60 countries.

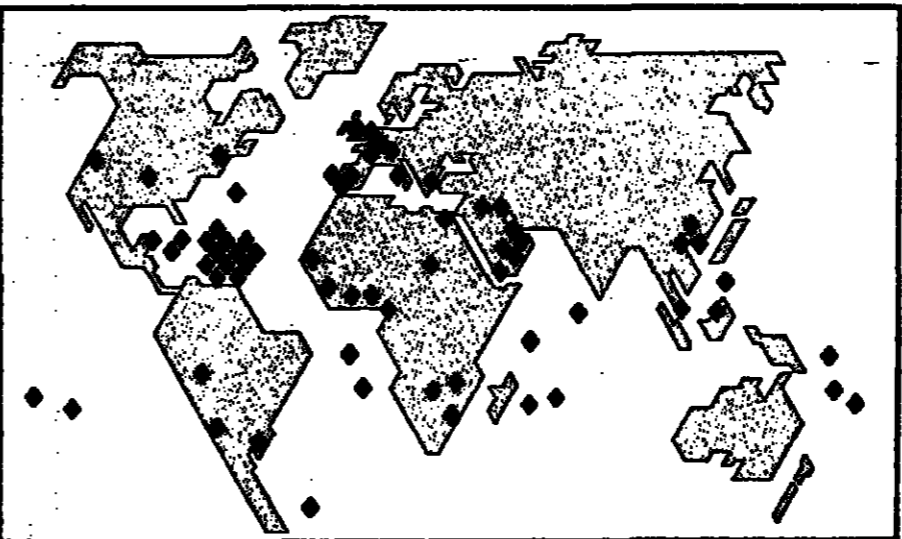
The business of Cable and Wireless is to enable people to keep in touch, wherever they are and whatever they do, by providing the most modern and effective communications systems available.

In developing the group's business, three principal areas have been identified for the opportunities they present. They are the Far East and, in particular, the emergence of China and, with their increasing deregulation, the United States of America and the United Kingdom.

In the Far East, a most significant area of development is the sequence of joint projects and discussions about further joint activities with the Central Government and Provincial Authorities of China and, in particular, the authorities in the Shenzhen Special Economic Zone. The recent agreement to form a new joint company to co-ordinate and enhance Hong Kong's domestic and international communications.

In Macau, growth in international telephony and telex traffic was almost 50% above the group average, and preparations have been made for the introduction of a new digital telephone system incorporating optical fibre technology.

In the United States, Cable and Wireless has four operating subsidiaries providing a range of business oriented voice and data communication services. TDX Systems' Telephone



Management Service increased the traffic it handled by 129% last year. Its Econo-Call service provides lower cost, long distance telephone services through a computer based least cost routing facility.

Agreement has been reached with a US railroad to form a joint company to provide telecommunications services by using optical fibre cables buried alongside the railway tracks. Other new business opportunities are being identified and actively pursued.

In the UK, Mercury Communications brought into commercial operation its initial London service. 1984 will see the commissioning of Mercury's first satellite earth station, providing international links, and the completion of the initial United Kingdom trunk network using optical fibre cable and microwave technology.

As a further diversification in the United Kingdom, Cable and Wireless, with two partners, formed Cable TV Construction to operate as a consultant and contractor to design and install cable TV systems.

Behind all the group's activities, and Cable and Wireless' ability to compete profitably and successfully in one of the largest and most rapidly growing industries in the world, is its high technical reputation and the expertise and energy of its management and staff.

It is these factors which lie behind the group's record results and which give confidence in its ability to secure continued profitable growth.

If you would like to know more about Cable and Wireless and its activities, please write for a copy of the 1983 Annual Report and Accounts to R. E. McAlister, Secretary, Cable and Wireless plc, Mercury House, Theobalds Road, London WC1X 8RX.

1982		1981	
£ million		£ million	
Turnover	403	349	273
Profit before taxation	157	88	58
Profit after taxation	120	65	42
Dividends	24	12	8
Earnings per share	36.2p	16.2p	10.5p
Dividend per share	8.2p	4.0p	2.8p
Capital employed	635	601	532
Net assets	104	105	105
Employees	2,300	2,100	2,000

WALL STREET	
Amesbury	32 1/2
American Express	47 1/2
American International Group	17 1/2
American Petroleum	29 3/4
American Telephone & Telegraph	60 1/2
Amstar	17 1/2
Anheuser-Busch	18 1/2
Armco	34 1/2
Arvin	17 1/2
Ashland	18 1/2
Ashland Oil	18 1/2
Ashland Refining	18 1/2
Ashland Service	18 1/2
Ashland Chemical	18 1/2
Ashland Chemical Products	18 1/2
Ashland Chemical Refining	18 1/2
Ashland Chemical Refining & Marketing	18 1/2
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Air freight

Airlines are expressing rising confidence in the growing business of delivering freight cargoes. Arthur Reed reports

The growth of the world air freight industry, which traditionally ran at around ten per cent a year, has suffered along with the rest of the airline business from the effects of the economic recession, but now shows signs of a revival as international trade begins to pick up.

According to International Air Transport Association figures, this sector of civil aviation grew by 9.8 per cent in 1978 over 1977, by 8 per cent in 1979, by 4 per cent in 1980, by 5.1 per cent in 1981, and by only 1.1 per cent last year. Although it is too early at present to gain a complete forecast picture for 1983, individual airlines are expressing rising confidence. British Airways, for instance, has revised the estimate of its income from air freight during the financial year 1983-84 upwards by £15m to £183m, assessing that £10m of the increase will come from improved trading conditions, and the remainder from greater internal efficiency.

The airline industry is looking to a greater contribution than in the past from freight, because its overall economic outlook remains gloomy, whether or not the recession ends. The industry has indulged in a great amount of belt-tightening, with wholesale lay-offs of staff and grounding of aircraft (one estimate is that 10 per cent of the total fleet is up for sale at present), but it still preys to forces over which it can exercise little or no control.

These include illegal discounting of both passenger fares and cargo rates, estimated to be costing the industry up to \$600m a year in lost income, blocked or delayed transfers of an estimated \$400m worth of earnings in both the passenger and freight sectors belonging to 40 airlines by 30 countries, mainly in Africa, rising airport landing and navigation charges, and above all changes for servicing loans, mainly for new aircraft, what Mr Kurt Hammerskjöld, director general of the International Air Transport Association, referred to recently as "the interest mountain."

Were it not for this mountain, the world's airlines could expect to move back into profitability

next year by some £300m, but once interest charges of £1,225m are met, there will be a deficit of just under £1,000m.

The scope for widening the role of air freight as a contributor to the well-being of airlines remains enormous, for although it carries up to 16 per cent annually of United Kingdom trade in value terms - Heathrow was the "richest" airport in Britain in 1982, with exports and imports worth £13,540m, with Dover second - in volume it amounts to only 0.2 per cent.

This is obviously because carriage by air does not lend itself to bulk cargo, such as coal, iron ore, steel, which will always travel surface, but also because many shippers still see air freight as an "emergency only" method of transport for their goods.

Even with this discounting, which is prevalent in certain areas of the world, and particularly the Far East, and a freeze on cargo rates because there is too much aircraft capacity chasing too few goods, air freight rates remain generally higher than surface transport, but can be eased out when the arguments in favour of air cargo are applied - shorter warehouse time, lower breakage and pilferage rates, less packing, smaller insurance premiums, and above all, quicker deliveries.

But shippers remain slow to change, as evidenced by Lufthansa, the West German airline, which is among the biggest air cargo carriers in the world, which carries 25,000 tons of cargo between Germany and the United States each year, a total equivalent to the load carried by just one container ship. Other airlines transport a further 50,000 tons of freight annually between Germany and the US - equivalent to two further such ships.

Taking away just one per cent of the world-wide sea-freight business would enable the airlines to double their cargo business, it is estimated, and although the greatest proportion of sea traffic is the sort of bulk goods which will never travel by air, sea does transport piece goods which would be ideal for carriage by air.

But while the airlines are



Cargo handling at Gatwick: revenue from freight is improving

attacking the traditional seaborne trade, they in their turn are being threatened by another form of surface carrier, the long-distance heavy truck. Increases in axle weights, and higher speeds, particularly in Europe, are enabling the operators of such vehicles to offer expeditions overnight deliveries at very competitive rates, and some airlines, scenting danger to their own traffic, have signed cooperative deals with the trucking firms.

One European airline president, Jan Carlzon, of Scandinavian Airlines System, sees the time when very little freight will be carried by air on short-haul services, and the space which it now occupies in the underfloor holds will be utilised to give more room for passengers' baggage. Mr Carlzon has asked manufacturers to design him a new airliner along these lines.

But although beset on many sides, those who run the airlines' air-freight business still take an optimistic view of the future. Modern technology has come to their aid in recent years, with new

generations of wide-bodied airliners and the containerized freight which they can swallow offering advantages of efficiency unimaginable when bosts of small parcels had to be piled in the holds of smaller, narrow-bodied planes.

Ironically, the small parcel business is now coming back strongly, with the liberalization of private post offices and courier services, particularly in Britain, but many of these parcels are hurried through by the couriers themselves, and the opportunities for increased revenues are as yet only touched by the airlines.

New technology in the form of computers which keep track of cargo items, wherever in the world they may be, which help to speed the customs process at airports, and which issue and check the waybills, is also helping to make air cargo more competitive with its rival forms of transport, while keeping costs down.

Brokers and consolidators are today working far more closely with the airlines than in the past, and at some airports are linked into the computerized tracking

systems which are operated by the airlines and the customs authorities. Those running the industry are encouraged by this trend, and also by the trend in manufacturing towards high-technology goods, such as videos, stereos, computers, and television sets, which lend themselves ideally to carriage by air.

Further encouragement is gained from the growth of multinational companies, with factories in different areas of the world needing to exchange urgently parts and semi-finished products.

Air freight has an important role to play in the airline industry's painful struggle towards recovery, but the danger is that airline managements will treat it, as has happened in the past, as a poor relation, starving it of capital and resources in their economy drives, and favouring the more-glamorous passenger side of their business. The longer that cargo remains unfashionable, the longer it will take the airlines to move back into the black once more.

ECONOMICS

Are the days of discounting finally numbered?

Discounting - the offering of cargo rates or passenger fares at below those agreed between airlines and governments - is a by-product of the world business recession, and is a constant drain on the airline industry's revenues. But a concerted effort recently by the industry does appear to be lessening the problem, and the airlines' hope is that with the ending of the recession it will go away for good.

There are, of course, certain areas of the world, like the Middle East and the Far East, where bargaining is a way of life, and where discounting will never completely end. The Arab Air Carriers' Association (AACO) is taking a stern line among its members, and has gone a long way towards stamping it out in their area, but is finding it more difficult to legislate against foreign carriers who fly through the Middle East with cut-rate goods.

The International Air Transport Association (IATA) has mounted a campaign called "fare deal" in which geographical groups of airlines agree among themselves not to discount, and have the power to levy fines against any of their number which transgress.

Across the North Atlantic, one of the world's busiest air-freight routes, there is so much spare capacity in the underfloor holds of wide-bodied passenger aircraft that the Boeing 747F and the DC-8F, that rates have been pushed down so low as to make under-the-counter cuts unrealistic.

According to Peter Campbell, marketing manager of MSAS, one of the world's biggest air-freight forwarders, handling 800,000 shipments and 55,000 tons of freight in an average year, the North Atlantic experienced a 5 per cent market decline in the first quarter of 1983 compared with the same period, last year.

Westbound freight traffic was growing, while eastbound declined because of a strong dollar against a weak pound. The resulting falling-off of American exports meant that eastbound flights were operating with a "significant overcapacity" of cargo space.

In an attempt to solve this problem, the airlines have reduced their capacity on the North Atlantic, and some have stood down their all-freight aircraft. British Airways sold its fleet of this type, reducing its total cargo capacity by 15 per cent at a stroke, and an American recently completed the phasing-out of its

747F fleet when it sold its last freighter to Japan Air Lines for £27m. Specialist airlines such as Flying Tigers of the United States, with more than 30 all-freight airliners, continue to ply this blue-ribbon, but uneconomic route, making its profits on other sections of its world network such as the Pacific basin, where higher cargo rates are holding firm.

Derogation in the United States, the policy introduced by President Carter under which airlines could fly virtually where, and at what fares they liked, has worsened the over-capacity problem on the North Atlantic. The policy has recently spread to Britain, where the Civil Aviation Authority is now taking a more liberal line on the licensing of air routes than in the past, although it has made no great impact so far in Europe.

As a result of all these trends, air freight is today the biggest bargain for the customer than it has ever been, with some rates lower than they were 20 years ago. In 1960, for instance, the general rate for shipments of 45kg and more between passenger aircraft New York was DM 13.40 per kilo, and is DM 13.20 today. Special bulk rates in 1960 worked out at DM 5.10 per kilo, and are DM 3.20 today, and with a 1,000 ton annual contract can drop to DM 2 and even lower.

A break from fixed tariffs

In such a competitive environment with, on the North Atlantic, as many as 40 airlines chasing the limited amount of freight which is available from Europe to the United States and *vice versa*, aggressive and innovative strategies and pricings have emerged among this sector of the airline industry, which has never been noted for its reticence in the market place.

Many of the world's aviation areas have now broken away from the traditional idea that tariffs should be fixed by IATA, and then reviewed only on an annual basis, or at even longer intervals. Instead, airlines now go to governments with their "instant" rate proposals, expecting, and often obtaining, rubber-stamp authority. In this buyer's market, short-term experimental offers are commonplace, and there is a growing list of specific commodity and freight-all-kinds (FAK) rates tied in to speed and quality of service, all of which tax the knowledge of even the most expert agent, shipper, forwarder and consolidator.

Door-to-door has always been the boast of the air-cargo business, but now this service is being

extended to "desk-to-desk", with a rising tide of small-parcel and courier services. Even the man in the street can play, with the ability to walk into any of the larger post offices in Britain with a packet of computer print-outs, or similar documents, and by using datapost - for a not-inconsiderable sum - expect it to be in the office of a colleague or a customer 3,000 miles away in the United States the following day.

British Airways will accept small parcels for delivery to major provincial centres in Britain at its shuttle check-in counters, and is only prevented from expanding the service to European cities by the inevitable problems posed by customs clearances.

British Airways, which in the 1982-83 financial year carried 161,000 tons of cargo on its passenger aircraft, has also had considerable success in recent months with a "guaranteed exports" scheme in which the airline promises shippers their money back if their goods miss the flights on which they are booked to Hong Kong, Singapore and South Africa.

BA and all other world airlines are constantly exploring new markets, and are prepared to manufacture competitive new tariffs once they are found. Currently, exotic fruits and vegetables are providing the industry with a growing proportion of their carryings (in BA's case it amounts to 18 per cent of all cargo) as the diet fad spreads through the Western world, and immigrants from Third-World countries demand the familiar foods of their homelands.

The shipping of greengrocery, flowers, chilled meats, animals on the hoof for breeding or for food, has now become routine, but the problem for the air-freight marketers remains to convince shippers that the service which they offer should be an everyday one for other classifications of goods, and not only used in exceptional cases.

Because of rapidly-rising costs of aerospace production, countries all over the world are joining together to develop and produce new aircraft types. Britain, France, West Germany, Belgium, Spain and Holland are linked in the production of the A300 and A310 European airbuses, while Spain and Indonesia, France and Italy and Sweden and the United States are each collaborating on new types of commuter airliners.

All require rapid freight links with their partners, and the cargo-carrying airlines are coming into their own with what they hope will be a lucrative and long-term new form of business.

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بريدك من لاهل

NEW TECHNOLOGY

The air-road battle to get there quicker

Greater use of technology - notably in the field of computerised documentation processing - holds the key to continuing development of the international air cargo industry.

Now many of the traditional advantages inherent in air freight are being increasingly eroded by competition from road transport, particularly in short-haul cargo sectors.

Even urgent freight moving between the UK and the Continent now tends to be transported by road which can offer faster overall door-to-door transit times than air, as well as lower rates.

The major problem for the air cargo industry is the time freight spends sitting on the ground both before and after actually flying. A recent report by IATA (International Air Transport Association), for instance, revealed that overall air freight spends 92 per cent of its total transportation period on the ground and only 22 per cent of the same period actually in motion.

Much of this waiting time results from delays in customs and documentation clearance. To counter this, airport authorities, airlines, freight forwarders and customs have been steadily developing improved computerised documentation processing systems.

The world leader is almost certainly the ACP80 (Air Cargo Processing in the 80s) system at London's Heathrow and Gatwick airports and recently extended to take in Manchester. Basically, it

helps streamline imports clearance through customs, speed the despatch of exports and enables users to keep track of consignments from their own premises.

Developed jointly by London's air cargo community and the National Data Processing Service, the commercial computing arm of British Telecom, ACP80 was implemented in London towards the end of 1981. It effectively replaced the successful LACES (London Airport Cargo Electronic Data Processing Scheme) system which had handled imports clearance at Heathrow since 1971 and Gatwick from 1979.

At the heart of the new system is the ACP80 bureau, run on ICL computers at British Telecom's major computer centre in Harmondsworth. The bureau is operated by NDPS and its tasks include:

- Handling inventory control of imports and exports for 35 airlines and transit shed operators
- Providing a link to the internal computer systems operated by six of the world's major airlines (British Airways, Trans World Airlines, Pan American, KLM, Alitalia and Flying Tigers)
- Allowing airlines and agents to report export consignments to HM Customs and Excise
- Providing access to DEPS (Customs Departmental Entry Processing System)
- Generating export and import figures for inclusion in national trade statistics
- Customs, agents and the airlines and cargo shed operators served by the bureau

gain access to ACP80 computers through terminals in their offices. These visual display units have high-speed printers attached which reproduce computer information on paper as required.

ACP80 uses British Telecom's packet switched data service (PSS) in which data is sent electronically in separate small blocks or packages, a system said to be simpler and more efficient than sending information in one long stream.

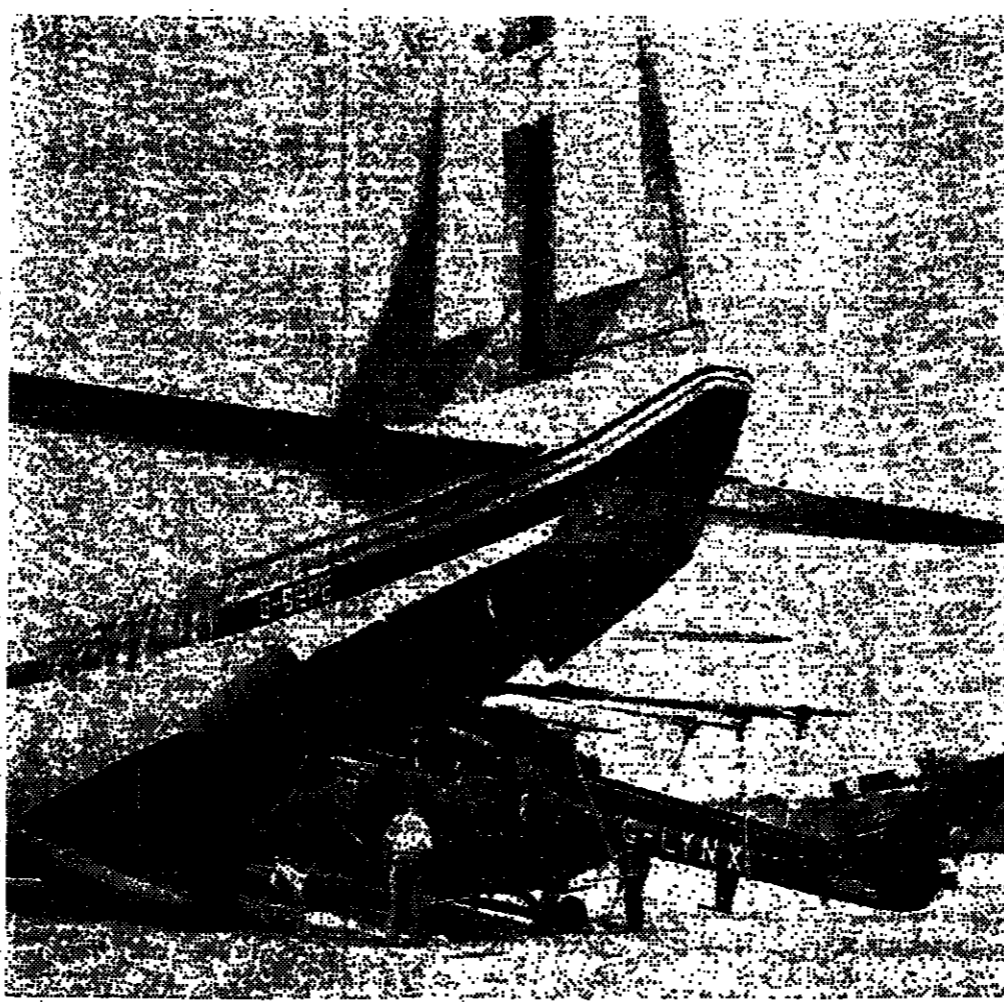
"This makes it possible for the ACP80 computers to 'talk' easily and quickly to the base computers of the six major airlines.

The present contract term for ACP80 with NDPS runs to September 1986, with an option for another five years.

Among the possibilities are developments which would allow freight forwarders to interface their own in-house computers with ACP80.

Perhaps more likely is the development of ACP80-type systems at other airports around the world. The United States, Hong Kong and a number of other countries have shown considerable interest in the concept.

While ACP80 is the single most important recent development in the field of air cargo, computerisation has spread through many other areas of the industry's operations. Numerous freight forwarders and airlines have established or are in the process of establishing their own in-house systems.



Leading international freight forwarder McGregor, Sea & Air Services (MSAS), for instance, has developed a computerised document production system called UNITEL which in addition to producing documents from freight booking forms and house airwaybills through to customs requirements, also provides an international information flow on freight movements.

Another UK freight forwarder, D C Andrews Ballantyne, has already developed an in-house computer system, DECAB, which allows major customer companies to access direct via their own terminals.

Airlines, too, have been developing their own computerised documentation and cargo reservation systems under a variety of different names. Air Canada, for

instance, has ACCESS (Air Canada Cargo Enquiry System and Service) to give shippers and agents a fast response to enquiries and bookings, while the Hong Kong-based airline Cathay Pacific recently announced it is to press ahead with the development of a fully computerised cargo system to be known as CLUBIC (Cathay Univac Booking and Information for Cargo).

Nothing too large: a Westland Lynx helicopter is 'swallowed' by a Short Belfast freighter at Stansted

Computerisation apart, the air cargo industry has also been using modern technology to improve loading and transportation procedures.

The Boeing aircraft manufacturing company, for example, plans to introduce a system called the Belt Transport Loader (BTL) into the operation of B757 standard body aircraft by 1984.

The system will be an extension of current belt loaders in common use and is designed to speed cargo loading and reduce the manpower required - Boeing claims it should allow 12,000 lbs of cargo to be loaded by one man in eight minutes.

Basically, the system will comprise five elements - the unit load, ground transport, the belt loader itself, an on-board belt conveyor and a control system.

The unit loads involved will take a number of forms suitable for automatic loading, including standard industrial pallets on a 40-inch x 48-inch or 45-inch x 45-inch base; intermodal modules on a 45-inch x 58-inch base; and various air cargo containers.

Airlines have also been looking at ways of developing unit load technology to boost air cargo traffic. In this context, British Airways has recently been looking at the idea of introducing "winged" pallets on its wide-bodied aircraft such as B747s and TriStars, a concept already in use with the Israeli national carrier El Al.

Winged pallets are basically normal pallets which have had two of their sides let out on hinges to increase their capacity by up to 20 per cent. Since cube rather than weight tends to be the

limiting factor as far as cargo loads on passenger aircraft are concerned, such an increase in capacity could be quite significant in revenue terms.

Other airlines have been looking at the development of special containers to cater for specific traffic. The world's largest all-cargo carrier, Flying Tigers, for example, now has a fleet of specials known as GOH (Garment on Hangars) containers to carry consignments from major fashion design centres around the world. The same airline has also recently introduced a new type of in-flight horse stall which can be converted into a standard air freight container in five minutes.

"By sliding out or folding back hinged panels, the 'AirStable' can be changed into an ordinary freight container, capable of carrying general cargo, allowing the airline to use the equipment to carry a full revenue load of freight when not being used to transport bloodstock," said a Flying Tigers spokesman.

Still on the subject of containers andULDs (unit load devices), British Aerospace earlier this year launched a new multi-million pound container examination system (CES) designed to allow customs authorities to examine such units without unloading/unpacking or causing damage.

The examination is by means of X-rays and spectrographic gas analysis in a purpose-built facility. The X-rays show the contents for viewing on closed circuit television while an air sample is taken for spectrographic analysis which would reveal any contraband such as alcohol, drugs or explosives.

If introduced on a large scale, the CES operation could speed up the handling and clearance of containers.

Phillip Hastings

CARGO CENTRES

Keeping track of the goods

Old hands at British Airways who were around in the late 1960s when BEA and BOAC, now incorporated into BA, opened automated air freight centres at London's Heathrow airport, still recall with alarm the days when customers pounded the counters and demanded consignments which had apparently been swallowed by the computer for ever. Angry scenes which developed were being repeated throughout the industry at that time as airlines attempted to go too far too fast with automation, envisaging the day when machines would take over from people.

The lesson was quickly learned, although at vast expense, that air freight with its peculiarities of all sizes and awkward shapes, its high and low priorities, and its often highly-perishable nature, does not lend itself naturally to automatic handling.

Soon, much of the expensive stacking and storing machinery was being taken out to be replaced by muscle power, and a visit to British Airways cargo centre at Heathrow today will quickly establish that one of the most important pieces of equipment for shifting air freight about the place is the forklift truck - although computers give the forklift their instructions, and the loading of containers is automated.

This opened in early 1982 after six years of planning followed by three and a half years of building, and although not without its initial snags, now handles with a high degree of automation some 400,000 tons of freight annually.

Some airlines have persevered to make automatic cargo handling work, one of the foremost being the West German carrier Lufthansa which, however, waited until it saw the lessons learned by others before investing the equivalent of £60m in the development of a new cargo centre at Frankfurt international airport.

Two computers lie at the heart of the Lufthansa terminal, one the existing main terminal of the airline, which accomplishes all the paper work connected with air cargo, and a second, installed specially to bring forward the goods which are stored in the warehouse. These are stored in hundreds of small trucks which run about the shed, at the command of the computer, on tracks at ceiling level. When not required, the trucks with their loads are stored in a five-storey high stacking area from which they are automatically retrieved by one of ten ETVs elevating transfer vehicles.

Lufthansa engineers designed the freight centre, and in doing so planned for things to go wrong. Each ETV, although commanded by computer, has a cab for a driver, while each of the small trucks, as well as having a "magic code" on its side which can be read by computer, also has a number which can be read by the human eye if the automatic system breaks down.

But while some airlines, like BA, rely on the forklift and others like Lufthansa, rely on robotics to move freight on the ground,

almost all of them agree that a high degree of computerisation is vital to document, marshal it, and to keep track of it across the world's air routes.

KLM, the Dutch airline, uses a system called Cargoal, based on a concept developed by the Italian national airline, Alitalia, and now used by a number of carriers all over the world. Data on shipments and flights is entered directly into a central memory bank, which then produces all the necessary shipping documents and manifests, and indicates when each piece of freight should be brought forward from store ready for loading on to the aircraft.

Some 60 KLM stations all over the world are linked into Cargoal at Amsterdam so that instant freight space reservations can be made from thousands of miles away through the tapping of a few keys on a visual display unit.

Cargoal truly comes into its own in Holland, where the export of flowers and plants by air is big business. KLM has a cargo office in the flower auction building in Aalsmeer, and the containers and pallets destined for the aircraft are loaded there before being taken to Schiphol airport by truck.

The computer is given information about the contents of each container, which it then flashes to each destination airport so that there is no delay in local distribution.

Airlines and the customs authorities at Heathrow claim that their computerised systems are even more efficient than that of the Dutch, and British Airways is currently seeking to sell parts of its system, now connected to 79 of its 132 stations world-wide, to other airlines through the International Air Transport Association.

Airlines and cargo agents at Heathrow are on a community computer, and this reports each landing of cargo to customs and excise, whose own computerised system, ACP80 can be queried for time of clearance and other essential information.

Now, most goods at Heathrow are cleared through customs within hours. Not many years ago, the "dwell time" awaiting official clearance could be anything up to five days.

The advantages of such expeditious handling are many. They include making London more popular as a European transshipment port, so adding to Britain's invisible earnings and to the airline's revenues, keeping British industry moving without delays while parts or materials are awaited and reducing the amount of space at the airport required by the airlines and their agents for storing goods.

Heathrow handles around half a million tons of freight each year, while Gatwick, the second London airport, deals with 125,000 tons. It would seem sensible, therefore, to transfer some of this traffic, but in spite of its overcrowded nature - Heathrow remains the honey-pot for the world's airlines.

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RUGBY UNION

England's wooden spoon can feed fires of revival

By David Hande, Rugby Correspondent

Let us assume, for administrative convenience as it were, that 1983-84 will be a normal season; that England will do championship business with Wales, Scotland and Ireland...

anyone looking for the best backs in Britain and Ireland would probably not make for Oxford University, Oriel, Instonians, Dolphin, Kelso, Old Belvedere and Jed-Forest.

coach - which, in a sense, was his misfortune because, having started his senior coaching career thus, he could only go downhill thereafter.

The last three tours have given us nothing and 1983 could not even produce the hard-luck stories of 1977 and 1980. It is therefore incumbent upon home countries to give an indication during the coming season that they are prepared to learn from the virtues manifested by New Zealand this summer...

Whether they will be able to do this as far as they should against a system which rates the county championship higher than either a divisional championship or a club league is problematical, but a 1982-83 season which contained a hugely successful John Player Cup final and at under-23, clubs, under-18 and under-16 schools levels suggests that not all is sacking...

at least Richard Greenwood, England's best English player, has expected still to play between 43 and 50 games for his club, or if not for their club, for their county, area or country, plus the odd exhibition game or charity seven to bump up



ROWING

Low morale could hinder the British

From Jim Ralston, Duisburg, West Germany

Four of the 12 British crews in the world championships remain to contest the semi-final rounds today on the Wedau course here. The morale in the British team is far from high, but the problems should have been resolved at home before competitors were faced with the rigours of international rowing.

Irish will be coached by Bill McKeever and Paul Barber, one of the mainstays in defence, for whom this is a last chance of going to the Olympic Games (Sydney Frisken writes).

TABLE TENNIS

Unbeaten Prean reaches last eight

From a Special Correspondent, Bridgetown, Barbados

Carl Prean, the England No 1, aged 16, qualified for the quarter-finals of the Three Fives World Cup here yesterday by beating the world No 12, Kim Ki Taek, of South Korea, 18-21, 21-13, 21-14, thanks largely to a wonderful run of points on his backhand serve.

Another Swedish, Zoran Kaliterna, qualified from Cal's group, and the other qualifiers are a third Swede, Mikael Appelgren, the European champion, who is still unbeaten, and the former world champion from Hungary, Istvan Jonyer.

CRICKET

Wisdom of one-day play-off questioned

By Michael Berry

The season is now over for most minor county sides. In the old-style championship, sponsored by United Friendly Insurance, only the play-off under NatWest Trophy rules at Worcester on September 10...

There are doubts, too, about the appeal of a Worcester venue for a Buckinghamshire and Hertfordshire final. Although it is an attractive setting, Worcester's link with the minor county game is almost nonexistent.

Table with 2 columns: Eastern Division (final table) and Western Division (final table). Lists county names and their respective scores.

Dutch take on the world

It is not only at Lord's tomorrow that a full-day cricket match will attract a non-UK and extensive television coverage (Marcus Williams writes). While attention in Britain is focused on the NatWest Trophy final at Lord's, across the North Sea in The Hague, the Dutch national side, expected to be reinforced by Allan Lamb and Malcolm Marshall, are playing World XI, led by Clive Lloyd.

Netherlands Cricket Association is the oldest surviving national cricket body in the world and will almost certainly do so among all but those aware of the cricket roots and traditions of the game there.

ATHLETICS

Dual attempt on record

Steve Cram, the world champion, and Steve Ovett, the recent deposed world record holder, are to have a last try this season at setting a new 1,500-metre world record on Sunday, Pat Butcher writes. Regrettably, they will not be in the same race. Cram will be running in Knaarvik, Norway, and Ovett will be in Rieti, Italy.

Steve Cram, the world champion, and Steve Ovett, the recent deposed world record holder, are to have a last try this season at setting a new 1,500-metre world record on Sunday, Pat Butcher writes. Regrettably, they will not be in the same race.



Prean: another victory

YACHTING

A cup for the Kidds

By John Nicholls

The names of the Canadian brothers, Jamie and Hugh Kidd, were added to the long list of holders of the Prince of Wales Cup when they won the fifth race of the International 14 foot world championship at Pevensey Bay yesterday.

Chris Benedict and Matt Blake of America, Morrison again sailed extremely fast but, not for the first time, left himself too much to do after a disappointing start.

CYCLING

Miss Jones in crash

From John Wilcockson, Altenrhein, Switzerland

The hopes of Mandy Jones retaining her world road race title tomorrow took a severe knock yesterday on her arrival in Switzerland. She was riding from the Great Britain team hotel in St Gallen along a dual carriageway, when an Austrian motorist suddenly pulled in.

HOCKEY

Squads go on trial

From a Special Correspondent, London

The 24 players chosen by the Great Britain selectors for training, includes two experienced campaigners, Ian Taylor, the No 1 goalkeeper, and Paul Barber, one of the mainstays in defence, for whom this is a last chance of going to the Olympic Games (Sydney Frisken writes).

Both players, along with Norman Hughes, the England captain, have travelled a long and arduous road to fulfil their ambition of playing in the games. They next have to make the final squad of 16, which will play in the 10-Nation invitation tournament in Hongkong from December 8 to 18, in the hope of impressing the international authorities.

Large financial table with multiple columns: Authorized Units & Insurance Funds, and various fund names like Abbey Life Assurance, etc.

Handwritten text at the bottom of the page: 4081/250

CRICKET: ACFIELD SUCCEEDS IN MARATHON BUT MIDDLESEX KEEP UP PURSUIT

With swing and spin, Essex are the measure of their opponents

By John Woodcock, Cricket Correspondent

OLD TRAFFORD: Lancashire, with one second-innings wicket in hand, are 85 runs ahead of Essex...

Scoreboard

Table with columns for teams (Lancashire, Essex), batsmen, bowlers, runs, wickets, and overs.



David East: a well constructed 61

Acfield bowled from the City End for the rest of the day, into the breeze, mostly with three balls close to the bat, sometimes with four...

Getting declares his bold intention

By Richard Streeton

HEADINGLEY: Yorkshire, with five second-innings wickets in hand, lead Middlesex by 224 runs...

Boycott affair to be settled

The future of Boycott and Illingworth at Yorkshire will be settled by the club's general meeting on October 5...

Five-hour fairy-tale for a poor millionaire

By John Hennessey, Golf Correspondent

It is a common experience for a little-known player to take the lead at the start of a professional golf tournament, but we have rarely, if ever, seen one such as Craig Francis...

Francis is a modest fellow and he answers a suggestion that he must be a millionaire with the reply: "Perhaps a poor millionaire."

Francis is a modest fellow and he answers a suggestion that he must be a millionaire with the reply: "Perhaps a poor millionaire."

Little to disturb the peace

By Alan Gilson

BRISTOL: Gloucestershire, with seven second-innings wickets in hand, are 170 runs ahead of Worcestershire...

Robinson caps a fine display by Notts

By Peter Marsden

TRENT BRIDGE: Warwickshire, with all second-innings wickets in hand, are 249 runs behind Nottinghamshire...

Foxed by a wily Balderstone

By Alan Ross

LEICESTER: Kent, with eight second-innings wickets in hand, are five runs behind Leicestershire...

Ballesteros wins battle

By John Hennessey

Severiano Ballesteros has won another victory, this time a resounding triumph over the United States Professional Golfers Association...

Carse breaks through

By Peter Marsden

NORTHAMPTONSHIRE'S Jim Carse heaped further embarrassment on Glamorgan at Cardiff yesterday...

Marshall strikes

By Peter Marsden

TAUNTON: Somerset, with seven second-innings wickets in hand, are 115 runs ahead of Hampshire...

Determined Australians delayed by Fairbrother

By Ivo Tennant

CHELMSFORD: England Young Cricketers, with two wickets in hand, are 155 runs ahead of Australia Young Cricketers...

BBs are well balanced

By John Hennessey

BBs beat Stillemaus 8-3 in a League A match in the European Championship, which opened at South's Lane, Windsor Great Park...

Table of Today's fixtures including County Championship, Championship, and other matches.

Table of Other Scoreboards for various cricket matches.

Table of Other Scoreboards for various cricket matches.

Table of Other Scoreboards for various sports including Baseball, Football, Hockey, and Tennis.

TENNIS: BRITAIN'S DAVIS CUP TEAM ANNOUNCED

Hutchins glimpses of a new generation

From Rex Bellamy, Tennis Correspondent

The third day of the United States championships coincided with the announcement of Britain's Davis Cup to play Chile at Eastbourne from September 30 to October 2.

Hutchins said Dowdeswell could have been considered for the doubles but still had strong ties with Switzerland and yet to demonstrate that he was totally committed to British tennis.

Results from Flushing Meadow

Men's Singles

FIRST ROUND US (11) vs Great Britain (6) ... D. Budge (USA) 6-1, 6-0, 6-0 vs J. Taylor (GB) ...

Women's Singles

FIRST ROUND US (11) vs Great Britain (6) ... M. Hingis (USA) 6-0, 6-0 vs M. Lloyd (GB) ...

The following results were received too late for inclusion in yesterday's edition ...

close to Miss Golez and once for alleged taking more than the permitted 30 seconds before serving.

Hu Na for Taiwan

Taipei (APF) - Hu Na, the Chinese tennis player who defected to the United States just over a year ago, and strained Sino-American relations, is planning a visit here next year.



That certain step: Mrs Lloyd marches over Miss Walpole

Victory makes a splash and ITN go to rescue

From David Miller, Newport, Rhode Island

A video recording supplied by Independent Television News of London provided critical evidence for Victory '83 in preserving her spectacular America's Cup win over Australia II, whose protest was dismissed by the five-man all-American jury only after a three-and-a-half-hour hearing ending at 11:00 local time on Wednesday night.

Equally critical in a thrilling first completed race in the final elimination series - which has turned speculation here on its head - was the quick-wittedness and sheer strength of Victory's bowman, Bill Bullard, and three other crewmen, when a broken spinnaker topping-list shot Bullard overboard while rounding the mark.

When the Australian tucked to try to head off Victory, he lost way and was stopped almost dead by two large waves and Victory was gone never to be caught over the 24.3 mile.

Dead sails in the sunset

"Our forecasting didn't tally with the conditions," Alan Bond, head of the Australia II syndicate, admitted at a press conference after Wednesday's race.

Both recordings necessarily gave a false impression of the actual conditions, the video showed. The video showed the boat heeled to a steep angle, and the final evidence in Victory's favour, after the helmman, Lawrie Smith, and the navigator, Derek Kaul, had been ordered to leave the boat.

Expensive state £155,000 Too easy for Luton for Fillyer

Gateshead, who won promotion from the Northern Premier League last season with a record number of points in 22 matches in 42 matches, are experiencing a testing start to their first season in the Alliance Premier League.

Luton Town, last year's first division strugglers, won their first league match of the season on Wednesday night, beating Leicester City 3-0 in their first two games back in the first division - both of them at home.

Deadly in the sunset

When the Australian tucked to try to head off Victory, he lost way and was stopped almost dead by two large waves and Victory was gone never to be caught over the 24.3 mile.

Carson nears title with treble

William Carson took a step nearer his fifth jockey title at York yesterday. The dynamic Scotsman landed a double for Dick Hern by winning the Avondale New Zealand Stakes on Sealark and the Forcemeat Stakes on Garroway.

Starkey: four wins

Starkey is due to appear before the disciplinary committee of the Jockey Club next Tuesday for his reckless riding of Bluff House at Goodwood.

York results

2.0 AVONDALE NEW ZEALAND STAKES (2-y-o colts) ... 1. Sealark (W Carson) 1-10 ... 2.15 THE WINDMILL (2-y-o colts) ... 1. Sealark (W Carson) 1-10 ...

Kempton Park

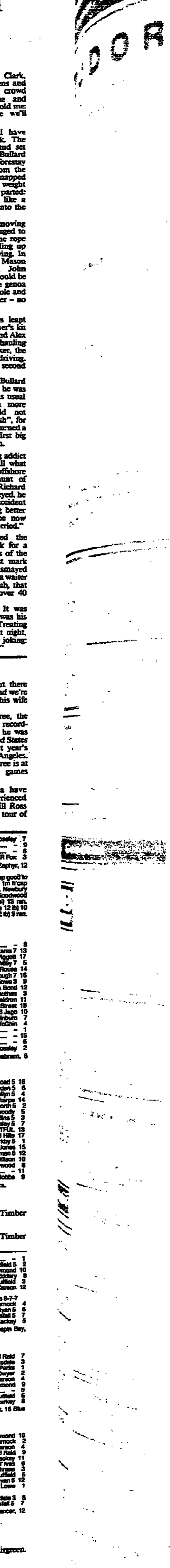
Draw advantage: High numbers best. Total Double: 3.5, 4.10, Treble: 2.35, 3.40, 4.40. 2.0 ATHFORD STAKES (3-y-o colts) ... 1. Sealark (W Carson) 1-10 ...

Salisbury

3.15 FAMILIUS URBANUS HURDLE (handicap) ... 1. Sealark (W Carson) 1-10 ...

Haydock Park

Draw advantage: Low numbers best. Total Double: 3.15, 4.15, Treble: 2.45, 3.45, 4.45. 2.15 DOUBLED STAKES (2-y-o colts) ... 1. Sealark (W Carson) 1-10 ...



Car Buyer's Guide

Motoring by Clifford Webb

Uno measures up to official claims

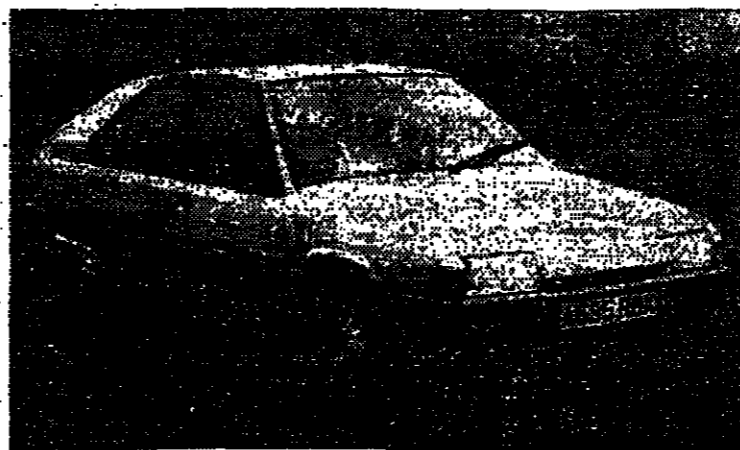
A growing number of motor industry executives are now prepared to admit that official consumption figures are a bit of a farce. Although the test standards are set by the Department of Transport, they are actually obtained on the manufacturers' indoor 'rolling road'.

of this sort of punishment worked out at approximately 50 miles per gallon. Brim to brim tank tests are not totally accurate, but they are a deal more indicative of true consumption than so-called official figures.

As for the rest of the car's capabilities, I found it to be reasonably flexible despite its very high gearing and the compression ratio raised to 9.7:1. This ability to cope with an engine and transmission combination which is frequently frustrating is almost certainly due to the car's very light construction. The three-door version used on the 45 ES weighs only 1,343 lb.

Vital statistics:

Model: Fiat Uno 45 Super ES Price: £3,990 Engine: 900cc four cylinder Official consumption: urban 44.1 mpg, 58 mph 65.7 mpg and 75 mph 48.7 mpg Performance: maximum speed 87 mph (fourth gear), 0-62 mph 17.5 seconds Length: 11ft 11in Insurance: group one



Citroen BX: cheaper servicing costs

panels and hence also the number of welds compared with the 127. This makes for faster cheaper production by robots, but also poses a problem of bigger sheets of metal giving a tinny sound to door and tailgate closure. The Uno is a real offender here and would benefit from the addition of

Citroen's Challenge:

The Citroen BX is the most significant new model to come from the factory of beautifully engineered but complicated cars since it was acquired by Peugeot. At the time of its launch in France nearly a year ago, great play was made of the BX's role as the first Citroen designed for easy production and to the specific requirements of the salesman.

Not to be outdone by their apparent detractors, the ones all powerful engineers pointed to the most extensive use of plastics yet seen in any mass-produced car. The bonnet, tailgate, fuel tank, wheel arch mouldings, roof panel-gutters, bumpers, headlamps and sideights are all made from combinations of plastic and reinforced fibre.

That was nearly a year ago and now that BX is being produced in sufficient numbers to tackle overseas markets, Britain has just received its first consignment. In the meantime, however, the emphasis on the car's attractions have changed. At the specific request of Citroen's UK marketing men, the publicists are beating the drum about BX's cost of ownership and remarkable reduction in servicing and repair costs.

Considering the high maintenance costs long associated with Citroen

models, that should not be difficult to do. But Citroen goes further and makes direct cost comparisons with Ford's Sierra and BLM's Maestro. It quotes servicing times which are almost half those of Sierra and marginally better than the Maestro's. It also lists 16 most used part prices which, it claims, show that BX part prices are very competitive.

All this points to one thing: Citroen at long last believes it has a car cheap enough to appeal to company and fleet buyers. If that is so, it could transform Citroen's image in this country and increase its market share of 1.6 per cent to well over 2 per cent. About 5000 BX's are earmarked for Britain in the next three months. I saw recently a most impressive demonstration of the detailed improvements made to facilitate quick cheap maintenance. Armed only with a small pocket screwdriver which was used mainly to release hidden spring clips, a salesman stripped the whole of the fascia, removed the headlamps and tail clusters and other parts too numerous to list here. And all in minutes. It seemed that everything removable had been designed on a modular basis rather like a set of Leggo building bricks.

The removal of exterior fittings is so easy that there is already concern about the possible effect of DIY enthusiasts making late-night raids on BX's parked in the street. Five versions are being imported with two engine sizes; the 1360cc unit already in use in other Peugeot and Talbot models, and a brand new light alloy 1580cc engine. Prices start at £4,790 rising to £6,100 for the top-of-the-range BX 16TRs.

Most readers will be aware that Fiat is making a big effort to restore its image with a whole new range of cars. The most important by far is the Uno, the replacement for the most successful 127. The Uno 45 Super ES is the almost obligatory entry-level version with specially adapted 900cc engine and wide ratio five-speed gearbox. The day I took delivery of the 45 ES coincided with a hurried change of plans requiring two fast journeys, one by minor roads travelling west to east with lots of congested town traffic and the other almost entirely by motorway. At no time was I attempting to squeeze a few more miles per gallon. On the contrary I pushed the long-legged little car very hard whenever conditions permitted.

It is easy to imagine my surprise when the consumption for 580 miles

The Fiat Uno 45ES: flexible with good consumption

Jaguar Daimler Tudor advertisement listing various models and prices. Includes Jaguar XJS, Daimler, and Tudor models.

Jaguar XJS 12HE advertisement. Features a 1983 XJS 12HE with 2300 miles, cruise control, and leather interior.

1971 E-Type Jaguar advertisement. Describes a 2+2 Coupé in immaculate condition with 12 months MOT.

SAAB advertisement for a special sale of Saab Piccadilly cars. Lists various models and prices.

MYCAR advertisement for a new car investment buy via phone. Lists various car models and prices.

Mercedes advertisement for a 1981 X Mercedes 230 E. Features automatic, champagne metallic, and electric windows.

MOTOX advertisement for a 1983 300 T.D. AUTO. Describes a 4000 miles light beige car with sun roof and electric windows.

Mercedes advertisement for a 1983 380 SEC. Features a 1983 A registration silver blue car with sun roof and radio/cassette.

Mercedes advertisement for a 1981 X Mercedes 230 E. Describes a 1973 M reg. automatic car with champagne metallic and leather interior.

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Mercedes advertisement for a 1983 380 SEC. Features a 1983 A registration silver blue car with sun roof and radio/cassette.

Mercedes advertisement for a 1981 X Mercedes 230 E. Describes a 1973 M reg. automatic car with champagne metallic and leather interior.

1981 Sunbeam Talbot advertisement. Describes a very good condition car with sun roof and sunroof.

Jaguar E-Type V12 Roadster advertisement. Features a 1973 manual white/black interior with outstanding condition.

BMW advertisement for a 728i A 4 speed auto. Describes a red metallic blue car with sun roof and alloy wheels.

BMW advertisement for a 320i 1982 Y Reg. Describes a good metallic body and wheels with sun roof and alloy wheels.

Rolls-Royce and Bentley advertisement for Silver Shadow II. Describes a 1981 car with sun roof and leather interior.

Rolls-Royce and Bentley advertisement for Corniche Series I. Describes a 1980 car with sun roof and leather interior.

Rolls-Royce and Bentley advertisement for Silver Shadow II. Describes a 1981 car with sun roof and leather interior.

Rolls-Royce and Bentley advertisement for Corniche Series I. Describes a 1980 car with sun roof and leather interior.

Large advertisement for BMW featuring a 'Performance Car' and 'High Performance Choice' slogan. Includes contact information for BMW dealers.

DEATHS
On August 20th, in an Embury hospital, Charles Henry...

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PERSONAL COLUMNS
HOLIDAYS AND VILLAS
LAST MINUTE HOLIDAY BARGAINS

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FLAT SHARING
Wanted to share flat with someone...

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Wanted to share flat with someone...

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DOMESTIC AND CATERING SITUATIONS
CHAUFFEUR/BUTLER
Required for the Chairman of a busy Mayfair property company...

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Super Secretaries
Secretarial Opportunity
WOMAN AND HOME
require a Secretary to work for the Cookery Department...

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SECRETARY
Excellent college leaver or 'second jobber' required to join a busy and harmonious team...

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To advertise in the Times or Sunday Times telephone 01-837 3311 or 3333

Today's television and radio programmes

Edited by Peter Davalle

BBC 1 programmes including Breakfast, News, and The Saturday Show.

TV-am programmes including Good Morning Britain and The Morning Show.

TV LONDON programmes including The News and The London Evening News.

BBC 2 programmes including Open University and The News.

Channel 4 programmes including In Search of Revolutions and News.

Radio 4 programmes including Today, News, and The World at Night.

Radio 3 programmes including Music for Pleasure and The Arts.

Radio 2 programmes including News and The Saturday Show.

Regional Television Variations

Grid of regional TV variations for areas like Birmingham, London, and Wales.

FREQUENCIES

Radio 1: 105.3kHz/285m; Radio 2: 68.3kHz/433m; Radio 3: 121.5kHz/247m; Radio 4: 200kHz/1500m.

WHAT THE SYMBOLS MEAN

☆ Stars: 4 stars and 3 stars.

Business Opportunities section with '£2000' headline and various service listings.

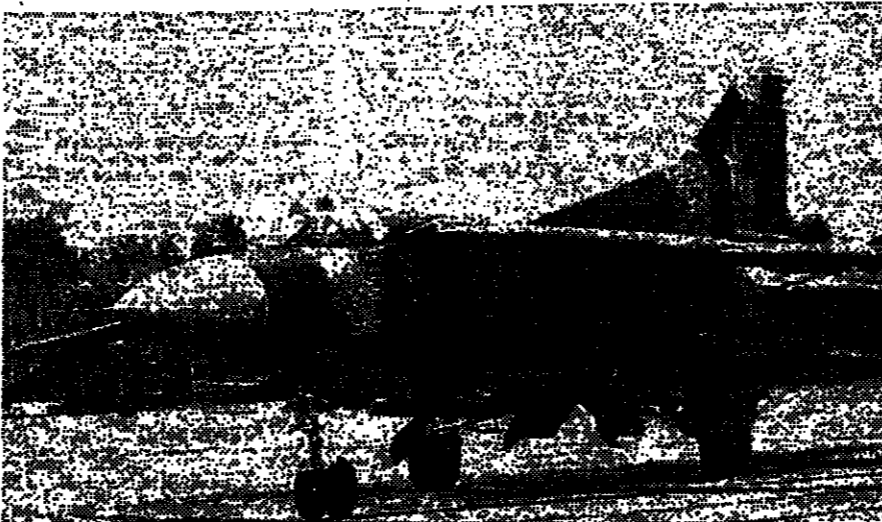
For Sale section including property listings and company announcements.

Investment Property section featuring 'ISLE OF MAN' and other investment opportunities.

Business Services section listing agencies, recruitment, and other professional services.

Business Services Guide section with sub-sections for Education, Home & Personal Services, Charitable & Benevolent Organisations, and Recruitments Services.

Waiting for KAL flight 007: victims of a superpower crisis



Elements of tragedy: Left, sisters of Lee Chul-Kyu, one of the passengers on the Korean Airlines 747, wept together at Seoul airport as a South Korean government spokesman announces it is "almost certain" that the aircraft has been shot down; centre left, a MIG 23 "Flogger" jet fighter, similar to the one which the Americans say shot down the KAL plane; centre right, US Congressman Lawrence P. McDonald, another of the plane's passengers. Mr McDonald was a member of a Congressional delegation on his way to South Korea. He had missed an earlier plane carrying the rest of the delegation; and, right, Mrs Kathryn McDonald, the congressman's wife, who spent the waiting hours "doing a lot of hoping, a lot of praying".

US may have cracked Soviet code How plane could stray

By William Norris

The missing airliner, a Boeing 747-200B, was equipped with the Litton Inertial Navigation System (INS) - a well-tested device which has been in service with civilian airlines for more than a decade. The system, similar to that used in nuclear submarines, gives a high degree of accuracy and breakdowns are extremely rare. A spokesman for the Boeing company in Seattle said last night that if the system was working it would be inconceivable for the 747 to be 300 miles off course. It had, however, been fitted with the INS when built in 1972 for Concorde, the package-offshoot of Lufthansa. This would make it one of the earliest examples of the device in service. It was sold to Korean Airlines in 1979.

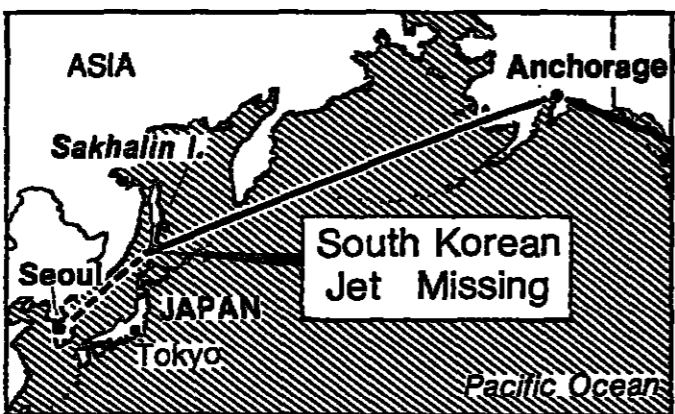
could have taken it to the spot where it disappeared. INS systems have also been known to fail when the aircraft is moved on the tarmac prior to the system being locked on.

The monitoring: One of the remarkable features of the shooting down of the Korean airliner is that the Americans apparently were able to monitor the communications between the Russian fighters and their ground controllers (Rodney Cowton, Our Defence Correspondent, writes). This suggests that the West may have broken the Russian security codes. The United States has listening posts around the world, and it is

believed that the these are able to monitor voice transmissions from their air base at Misawa in the north of Honshu, the main Japanese island. It also has monitoring stations in South Korea.

Military communications would normally be conducted in code.

According to a spokesman in the American Defence Department, the Korean airliner was shot down by a Russian MIG23. This type is known in Nato as the Flagger. It has been produced in various versions since it was first delivered to the Soviet air force in 1970.



Worst time for crisis to happen

By Henry Stanhope

Diplomatically, the incident could hardly have happened at a worse time, with the United States and Soviet Union looking forward to frequent contacts during the autumn after the long hot summer.

On Tuesday the two delegations to the Geneva talks on Intermediate Nuclear Forces (INF) resume for their most crucial phase, with the scheduled deployment of 572 American nuclear missiles in Europe only three months away.

On the following day Mr George Shultz, the Secretary of State, and Mr Andrei Gromyko, the Soviet Foreign Minister, are also expected to discuss INF and other issues when 35 nations gather in Madrid for the final session of the European Security Review Conference. On September 20 the UN General Assembly opens, providing another opportunity for foreign ministers to meet "in the margins" and exchange views on issues dividing them.

On October 4 negotiations on strategic nuclear missiles open in Geneva, after recent optimistic remarks by General Edward Royce, head of the American delegation.

The great fear must be that yesterday's incident will put back the clock.

'We react with revulsion'

Continued from page 1

At We have no evidence of that. There was no, apparently no, ability to communicate between the two aircraft. But as the statement says, the Soviet plane that shot the commercial airliner down moved itself into position with a visual contact with the aircraft, so that with the eye you could inspect the aircraft and see what it was you're looking at.

Q: Do you know whether the Soviets tried to force the airplane down without using missiles? A: We have no information about, and, as I said, as far as we can see there was no communication between the two aircraft except that they tracked this aircraft for 2 1/2 hours. At least

eight fighters at one time of another were around in the vicinity, and the aircraft that shot the plane down was close enough for a visual inspection of the aircraft.

Q: Has there been any announcement of any particular kind of Soviet military exercises or manoeuvres or super-sophisticated radar that might have been in the area, and that they had warned everybody to stay away from?

Q: Is there any explanation? A: We have no explanation to offer. We can see no explanation whatever for shooting down an unarmed commercial airliner. It doesn't matter whether it's in your air space or not.

Q: Was the decision to shoot this plane down made at a fairly top level since they were tracking it for a long time?

A: We gave you the facts as we have them at this point, and I can't go beyond the facts that I have here. I'm not going to speculate about it. I'm trying to put forward the facts as we know them and to tell you the United States Government attitude and my own attitude toward the shooting down of a commercial airliner.

Q: Mr Secretary, do you have any sense as to whether there would be any political motivation for this beyond what you know of?

A: I can't imagine any political motivation for the shooting down of an unarmed airliner.

Russia's listening island

New York (AP) - Sakhalin, the Soviet island in the area where the jumbo jet disappeared, is a mountainside, heavily-forested island 20 miles off the east coast of the Soviet Union.

The 29,500-square-mile island is part of the Soviet Far Eastern air defence network, with air bases, radar installations and tracking stations.

With the Kuril Islands, it forms the Sakhalin Oblast (Province) of the Soviet Far East. Sakhalin lies between the Sea of Okhotsk and the Sea of Japan, separated from the Soviet mainland on the west by the Tatar Strait and from Hokkaido, the northernmost island of Japan by the Soya Strait.

Two parallel mountain ranges run the length of the island, which has a population of about 600,000 people, mostly ethnic Russians. The climate is severe.

There are oil fields in the northeast and pipeline runs to the Soviet mainland. Under Russian domination after 1875, Sakhalin was the site of penal camps for more than 30,000 criminals and Russian revolutionaries.

Russian writer Anton Chekhov, who visited it, described it as the "place of unbearable suffering".

After the Second World War the Soviet Union took over the entire island.

Washington considers UN plea

From Zoriana Fysariwsky, New York

The United States was considering calling a meeting of the United Nations Security Council after American charges that Soviet jets shot down the South Korean airliner.

American officials at the US Mission to the United Nations said they were awaiting further instructions from the State Department. They said the key until the Soviet Union had explained the incident.

Diplomats at the United Nations were taking a wait-and-see attitude before passing judgment and predicting the ramifications on American-Soviet relations.

Most said it was too early to tell how the Soviet Union would emerge in terms of its image where it has attempted to persuade, the international community that it is the promulgator of peace.

Some diplomatic observers thought Mr Shultz's statement, although unreservedly strong, still left the Soviet Union room to extricate itself from a tight corner. They felt the Soviets could confess error and emerge relatively unscathed while silence would produce accusations and an erosion of trust which would be difficult to restore.

Mr Charles Lichtenstein, the

American representative to the United Nations, saw the president of the Security Council yesterday to inform him of the incident.

In Montreal, where the International Civil Aviation Organization is based, a spokesman said South Korea had asked the agency to find out from the Soviet Civil Aviation Ministry Linon what had happened to the airliner, (Reuter reports).

He said that under internationally-agreed safety procedures endorsed by the Soviet Union, jets which intercept stray aircraft should tip their wings, make flashing signals and establish contact.

THE TIMES INFORMATION SERVICE

Today's events

Royal engagements: The Duke of Gloucester, Patron, Richard III Society, visits Gloucester to attend the 500th anniversary celebrations to mark the granting of the Charter of Incorporation to the City of Gloucester by King Richard III: arrives St Michael's Tower, Eastgate Street, 3.25; arrives City Museum, Brunswick Road, 3.45; arrives Orleans, 4.15; arrives Guildhall Gloucester, 4.45. New exhibitions: John Player art of Cricket, City Art Gallery, exhibition Square, York; Mon to Sat 10 to 5, Sun 2.30 to 5 (until Sept 25). Paintings by Mervyn Charlton, Festival Gallery, 1 Pierpoint Place, Bath; Tues to Sat 11 to 5 (until Sept 10). Blue Bird, and other works by Phillip Beale, Southampton Art Gallery, Civic Centre Southampton; Tues to Fri 10 to 5, Sat 10 to 4, Sun 2 to 5 (until Sept 25). New London exhibitions: Royal Society of Marine Artists annual exhibition, The Mall Galleries, The Mall, SW1; Mon to

The Times Crossword Puzzle No 16,224. A crossword puzzle grid with numbers 1 through 28.

ACROSS: 1. Thing which in Latin would be in the 9 (6). 5. Bridge partners retrieved bloomer of Saki's Gabriel-Ernest (8). 9. The Dryfus Case, for Zola? (10). 11. Classic wear put by Sara in a trunk (4). 12. Dick's repeatedly said to be such a beast (8). 13. Monster spelling the end of Christian's advance (6). 14. Had made a night, say, of this festive occasion (4). 15. Weapon for torturing - it's a crime, almost (8). 16. Team's moustache seen in air or snow manoeuvre (4-3). 17. Robert appears to strip (4). 18. Did an alleged assassin do without laws in retrospect? (6). 19. This laboratory not needed before Babel (8). 20. Mineral revealed by a sound prophes (4). 21. Sea creature to enrich mode with variations (10). 22. A bishop's throne without indication of the new recipient (8). 23. Turf study shows it's very wet (6). DOWN: 1. Lack of transport upset Francis (2).

Roads

London and South-east: A102: The northbound bore of the Blackwall Tunnel will close at 8 pm today; two-way traffic will use southbound bore. M20: All traffic using the coastbound carriageway at Swanley, Kent, A30 and A205 will be diverted to the M20 via the works on the Staines by-pass between Stanwell Moor Road and the Wrybury roundabout. Wales and West: M5: Traffic using the coastbound carriageway for three miles between junctions 8 (M50 junction) and 9 (Ashchurch). A14: Resurfacing work at Bristol Hill, Bristol; delays. A487: Three sets of temporary traffic lights at Tal-y-Llyn, Gwynedd. 21 and 24. Midlands and East Anglia: M54: Several lane closures on Telford by-pass; diversion at junction 5. A446: Roadworks and repairs at Jack On-Water Bridge, Colehill, Warwickshire; single lane traffic with temporary traffic lights. A158 and A52: Skelness illuminations likely to draw extra traffic. M6: Northbound entry slip road closed at junction 2 (M69 and Coventry East); M69/M6 junction is not affected. North: M62: Resurfacing two-way traffic on one carriageway between junctions 21 and 24 (Huddersfield). A583: Construction work; contraflow system operating at Rivesley, Preston, Lancashire. A59: Temporary signals, three miles east of Bolton Bridge, Bolton Abbey, North Yorkshire. Scotland: A86: Road realignment south-west of Loch Laggan, Inverness-shire; single lane traffic with temporary traffic lights. A86: Resurfacing at St James' Interchange (junction 29), Strathclyde; contraflow system operating on westbound side. M74: Roadworks; southbound lane closure between junctions 4 and 3 (Hamilton and Larkhall), Roadworks. Information supplied by the AA.

The pound

Table showing exchange rates for various currencies: Australia \$ 1.91 1.83, Austria Sch 11.84 10.99, Belgium Fr 34.25 30.25, Canada \$ 1.91 1.83, Denmark Kr 11.84 10.99, Finland Mk 8.92 8.82, France Fr 12.53 11.97, Germany DM 4.17 3.97, Greece Dr 149.00 137.00, Hongkong \$ 11.50 10.99, Ireland Pt 1.33 1.27, Italy Lira 200.00 237.00, Netherlands Gld 4.67 4.45, Norway Kr 11.84 10.99, Portugal Esc 189.50 181.50, South Africa Rd 2.08 1.85, Spain Ptas 23.25 223.25, Sweden Kr 12.54 11.74, Switzerland Fr 3.38 3.32, USA \$ 1.54 1.49, Yugoslavia Dnr 207.00 180.00.

Anniversaries

John Howard, philanthropist and paedologist was born in London, 1726. Thomas Edison, civil engineer, died in London, 1874. Octavio Caceres died in Mexico, 1910. The Great Fire of London began, lasting until September 6, 1666.

The papers

Leading articles in the early editions of today's Fleet Street newspapers are mostly concerned with domestic issues, but there is a general reaction of shock to the news of the alleged shooting down of the Soviet Union airliner by the Soviet Union. The Daily Mail says that the "callous action" should "serve as a sharp reminder to our leftists, who never cease to harp on the intentions of the USSR, which they contrast with the warmongering of the United States...". The Daily Express says: "The world is stunned at the news..." "A day bereaved must go a world-wide determination to ensure that this will never happen again. Mr Andropov himself should undertake an investigation of what went wrong. Otherwise, domestic issues predominate." The Daily Star notes that Sir Robin Day has apologised for discussing the Russian invasion of Czechoslovakia in a conversation he had with Mr Michael Foot over the sinking of the Argentine cruiser, the General Belgrano, and comments: "A journalist must keep a confidential diary, it's part of our code of conduct." But, the paper adds, "It's sickening that Mr Foot was apparently prepared to whisper to Sir Robin behind closed doors that Mrs Thatcher had no option but to sink the Belgrano... but he wasn't prepared to say it in public." The paper says: "Just how many more crises do our politicians have to discuss publicly and in private... and the opposite in public? Of course they do, some of them all the time. That's why the public views so many politicians with such cynicism."

Weather forecast

A vigorous depression will move across Northern Ireland into Western Scotland with troughs of low pressure crossing all areas. Sun rises: 6.14 am, Moon sets: 5.02 pm, New Moon: September 7. Lighting-up time: London 8.16 pm to 8.45 am, Bristol 8.20 pm to 8.50 am, Edinburgh 8.26 pm to 8.50 am, Newcastle 8.30 pm to 8.50 am.

Yesterday

Table showing temperatures at midday yesterday: London 17.0, Bristol 17.0, Manchester 17.0, Newcastle 17.0, Glasgow 17.0.

Highest and lowest

Table showing highest and lowest temperatures: London 22.0/12.0, Bristol 22.0/12.0, Manchester 22.0/12.0, Newcastle 22.0/12.0, Glasgow 22.0/12.0.

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London

Temp: max 8 am to 6 pm, 28C (79F); min 6 pm to 8 am, 16C (60F). Humidity: 6 pm, 65%. Wind: SE to E, 10 to 15 mph. Rain: 0.6 in. Sea: mean sea level, 6 pm, 1.0067. Visibility: 20-25 km.

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Weather forecast

Weather forecast map showing pressure systems and high tides. Includes a table of high tides for various locations like London Bridge, Aberdeen, and Liverpool.

Around Britain

Table showing weather forecasts for various locations across Britain, including Sun, Rain, Fog, and Wind.

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